William Penn Tuttle, III
151 Dover Point Road
Dover, NH 03820

August 23, 2006

Christopher Waszczuk, P.E.
Chief Project Manager
NH Department of Transportation
P.O. Box 483, Hazen Drive
Concord, NH 03302

Dear Mr. Waszczuk,

It is my understanding that the preservation of my property (120-acres) has been identified as a recommended component of the wetland mitigation package for the Newington-Dover project. I am pleased to know that this is finally moving to the public hearing stage and would ask that this letter be included as part of the Public Hearing record. This conservation project is a cooperative effort between the City of Dover, The Strafford Rivers Conservancy (SRC), and the NHDOT, and I appreciate everyone's efforts to make the dream of preserving my family's historic farm a reality.

I have been in negotiations with folks at The SRC and the City of Dover for over two years now and I am ready to finalize this transaction! Due to the exceptionally rainy weather conditions that my crops endured over the last two growing seasons (2005 and 2006), I have run into some financial hardship and would request that the closing occur as soon as possible. I have yet to see any relief as my costs on this conservation project continue to mount (i.e. attorney fees, survey costs, appraisal costs, etc.) all while my regular daily operating costs of working the farm and running my store continue to increase.

I look forward to the public hearing on September 21, 2006. Anything you can do to see that the closing occurs as quickly after the public hearing date as is reasonably possible would be greatly appreciated. Thank you for your continued efforts.

Sincerely,

William P. Tuttle, III

cc: A. Boudreau, The SRC
S. Bird, City of Dover

RECEIVED
AUG 25 2006
BUREAU OF HIGHWAY DESIGN
NH DEPT OF TRANSPORTATION

James Moore JM 8/29/06
Special Committee Chairman
State of New Hampshire Department of Transportation
PO Box 483
Concord NH 03302-0483

RECEIVED
AUG 21 2006
COMMISSIONERS OFFICE

AUG 2 9 2006

THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Mr. Moore:

In light of the upcoming public hearings, I thought I would, for the record, inform you of the worries the residents of our area have about noise impacts directly resulting from the proposed Spaulding Turnpike highway expansion. In addition to the obvious taking of properties and land, we are all very concerned with noise mitigation—many of us love where we live and have invested much into our homes—emotionally and monetarily.

My husband and I have followed these meetings over the years; spent time with Chris Waszczuk discussing the proposed alternatives, focusing on the preferred alternative #3; and spoke at several ATF meetings.

Our property directly abuts the expansions. We are very troubled by the impending sprawl into our backyard with the proposed set backs and project perimeters, and equally concerned about the proposed land clearing and the direct effect on our quality of life. I've been watching the construction in Newington, and the corresponding exposure to the highway traffic homes are now subject to.

For the record, we are in favor of

1) Minimized project set backs
2) Restricted tree clearing TO A BARE MINIMUM
3) Mitigation for the trees removed—TO INCLUDE a sound wall, privacy fence, and additional evergreen tree plantings

In summary, we feel strongly that our quality of life will be severely infringed upon if the above requests are not acted upon.

If you would like to discuss our concerns further; we can be reached at 742-1012.

Angela and Matthew Carter
335 Dover Point Road
Dover, NH 03820

DEAN AND DIRECTOR
Taylor Hall
59 College Road
Durham, NH 03824-3587
(603) 862-1520
Fax: (603) 862-1585
http://ceinfo.unh.edu

UNIVERSITY of NEW HAMPSHIRE
COOPERATIVE EXTENSION

County Offices

Belknap County
527- 5475

Carroll County
539-3331

Cheshire County
352-4550

Coös County
788-4961

Grafton County
787-6944

Hillsborough County
641-6060

Merrimack County
796-2151

Rockingham County
679-5616

Strafford County
749-4445

Sullivan County
863-9200

Family, Home & Garden Education Center
629-9494 Office
1-877-398-4769 Toll Free

September 6, 2006

Mr. James Moore JAM 9/7/06
Director of Project Development
P.O. Box 483
Concord, NH 03302

Dear Mr. Moore,

UNH Cooperative Extension is very much in support of the effort to permanently preserve the Tuttle property in Dover. I would like to request that you include this letter as part of the Public Hearing record for the Newington-Dover 11238 project. It's a historical property and the oldest family farm in America. This is an irreplaceable asset, something that New Hampshire cannot afford to lose. Additionally, protecting open space is a high priority in this state. New Hampshire is losing an estimated 12,000 to 20,000 acres of open space each year.

Farms and forests protect our water and air quality and contribute greatly to our quality of life. Open spaces are an economic value for the residents of the community. The low cost of community services produce a comparatively small drain on the tax burden. A farm operation like Tuttle's provides an important component of our tourism industry and yields environmental, economic and historic value for the community.

UNH Cooperative Extension has invested considerably in programming related to the permanent protection of open space and have worked to help communities address their needs in sustaining natural resources and improving the economy. We wish you and the City of Dover well in this endeavor. Please don't hesitate to call upon us to assist with our educational programs in helping the community accomplish its goals.

Sincerely,

John E. Pike

Dean & Director

The University of New Hampshire is an equal opportunity educator and employer. University of New Hampshire, U.S. Department of Agriculture and N.H. counties cooperating.

RECEIVED
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SEP 13 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 11, 2006

Mr. James Moore JMM 9/13/06
Director of Project Development
P.O. Box 483
Concord, NH 03302

RE: Tuttle Farm Protection Project: To be included as part of the Public Hearing record for the Newington-Dover 11238 project.

Dear Mr. Moore:

The Great Bay Resource Protection Partnership supports the permanent protection of the Tuttle Farm in Dover, NH. The protection of the 120 acre Tuttle Farm is critical for several reasons. The property contains a diversity of habitat including tidal and non-tidal wetlands, streams, and prime agricultural soils. The farm's location, between the tidal waters of the Bellamy and Piscataqua Rivers, provides critical habitat for migrating waterfowl including Canada geese. The permanent protection of the property from further development will be a positive contribution to the overall water quality of the adjacent streams and rivers, and Great Bay. The protection of the farm will be an important addition to the conservation land in the region, including the New Hampshire Department of Fish and Game's Bellamy River Wildlife Management Area which once was part of the Tuttle family farm. The conservation of the farm will also protect an important regional historic resource and scenic resource.

The Partnership is a group of organizations committed to protecting the important habitats of the Great Bay region. The Partnership consists of state and regional private non-profit conservation organizations and land trusts, federal and state public agencies and municipalities. The Principal Partners include the Audubon Society of New Hampshire; Ducks Unlimited, Inc.; Great Bay National Estuarine Research Reserve; New Hampshire Department of Fish and Game; The Nature Conservancy, NH Chapter; Society for the Protection of NH Forests; US Environmental Protection Agency; US Fish and Wildlife Service; and the US Natural Resources Conservation Service. The Partnership is pleased to lend its support to this significant conservation project.

Sincerely,

Dea Brickner-Wood

Dea Brickner-Wood
Great Bay Coordinator

9-21-06 5

My name is Richard Stern. I live at 516 Shattuck Way in Newington N.H. This letter is in reference to the expansion of the Spaulding Turnpike. I feel that this expansion will have a profound negative impact on my home. I have included a map with my home marked on it. Thanks to the building of Shattuck Way around my home I have not only lost a large buffer area of trees but the property around me has been opened up to be developed. The result will mean a loss of all my buffer zones around my house.I have no control on the trees that now give me a buffer because I do not own the property they are on. No predictions have been projected for the sound around my home other than the state doing readings two mornings. I had asked for the projected increase but have not received them. The traffic noise inside my house at 5:00am is very loud. I know the state or FHWA does not measure the sound inside but this is where my family lives and sleeps. I think my property value will be decreased by the building of four more lanes within view of my house.

Nothing is being done in Newington for any noise abatement, that I am aware of. I would like to see more attention payed to the town for sound mitigation. We are not as close as the people in Dover , but as you know sound travels and a lot of people hear the roar of the highway in Town, not only are you adding lanes but the speeds of the vehicles will increase due to more travel lanes. Perhaps a buffer zone or more research into silent highway technology.

I also feel it is a undue burden on the taxpayers of N.H. to restore and maintain the old steel General Sullivan Bridge

I have already sacrificed a lot with the building of Shattuck Way. This will be the final blow for me and my family.

Thank You

Richard C. Stern
516 Shattuck Way
Newington N.H. 03801
603-431-9741

[redacted]

PORTSMOUTH
NEWINGTON

PEASE BLVD
EXIT 1
SPAULDING TURNPIKE
16
4
GOSLING RD
ARBORETUM DR
TRADEPORT CONNECTOR
EXIT 2
RAILWAY BROOK
PEASE SPUR RR
PICKERING BROOK
FORMER DRIVE-IN
PEASE SPUR
EXIT 4N
NIMBLE HILL RD
COLEMAN DR
FLAGSTONE BROOK
EXIT 4
516 Sha Hock Way
TRICKY'S COVE
ISAAC DOW HOUSE
FOX RUN RD
BEANE FARM
RIVER RD
WOODBURY AVE
AVERY DR
PATTERSON LN
UNNAMED TRIBUTARY 2
SHATTUCK WAY
UNNAMED PONDS
BLOODY POINT
GUILFORD RR NEWINGTON BRANCH
PISCATAQUA RIVER
PISCATAQUA DR
UNNAMED TRIBUTARY 1
NEW HAMPSHIRE
MAINE

Date Created: 7/13/2006

New Hampshire DOT
Department of Transportation

Legend:

- Existing Roadway
- Existing Building
- Existing Wetland
- Existing Property Lines
- Proposed Roadway
- Proposed Bridge
- Proposed Rail Corridor
- Proposed Acquisition
- Pavement Removal
- Existing LAROW
- Existing CAROW
- Existing ROW
- Proposed LAROW
- Proposed CAROW
- Proposed ROW
- Newington Interim Safety Improvements
- Impacted Receptor Locations

N

0 400 800 Feet

Vanasse Hangen Brustlin, Inc.

Figure 4.14-2
Newington Alternative 13
Noise Impact Locations

FHWA noise monitoring guidelines[59]. Traffic data (except for the June 2005 measurement) were obtained at the same time as the sound level data. This traffic data included traffic volumes, vehicle mix (automobiles, medium trucks, and heavy trucks), and operating speeds. Noise sources in the study area included vehicles on the Spaulding Turnpike and vehicles on local roadways. **Figure 3.14-1** presents the location of the noise monitoring sites.

Table 3.14-3
Areas and Receptor Locations

Area Number	Areas	Number of Receptor Locations Represented
Area 1	Fox Run Road – Newington	2
Area 2	Old Dover Road – Newington	5
Area 3	Patterson Lane – Newington	10
Area 4	Nimble Hill Road – Newington	25
Area 5	Shattuck Way – Newington	5
Area 6	Bloody Point – Newington	5
Area 7	Hilton Park – Dover	1
Area 8	Wentworth Terrace – Dover	20
Area 9	Dover Point Road – Dover	60
Area 10	Boston Harbor Road – Dover	25
Area 11	Cote Drive – Dover	60
Area 12	Bayview Park – Dover	1
Area 13	Clearwater Drive – Dover	55
Area 14	Homestead Lane – Dover	25
	Totals	299

3.14.2.3 Existing Conditions

Sound Level Measurements

Table 3.14-4 presents the results of the noise monitoring program and the predicted results from the Traffic Noise Model (TNM). Little to no difference between the monitored results and the predicted results confirms that the Traffic Noise Model has been calibrated properly.

The existing sound levels for the study area were calculated using the TNM that was calibrated based upon the noise monitoring data. The results presented in Table 3.14-5 represent the range of sound levels in the study area that have been calculated using the existing peak hour traffic data. The highest sound levels will occur at receptor locations adjacent to the Spaulding Turnpike. The sound levels at the lower end of the range will occur at receptor locations further away. The study area includes a diversity

59 *Measurement of Highway-Related Noise*, US Department of Transportation, Federal Highway Administration, FHWA-PD-96-046, May 1996.

of building types, such as, residential, commercial, and public buildings. The results of the noise analysis demonstrate that a majority of the non-commercial receptor locations currently experience sound levels that approach, are at, or exceed the NAC.

Table 3.14-4
Noise Model Calibration Data

Monitoring Location Number	Monitoring Site[1]	Monitored	Predicted	Difference[3]
M1	Nimble Hill Road – Newington	64	65	+1
M2	Old Dover Road – Newington	62	64	+2
M3	Wentworth Terrace – Dover	68[2]	69[2]	+1
M4	Dover Point Road – Dover	72[2]	71[2]	-1
M5	Homestead Lane – Dover	55	57	+2
M6	Spur Road – Dover	63	64	+1
M7	Boston Harbor Road – Dover	76[2]	75[2]	-1
M8	Trickys Cove – Newington	54	54	—

Notes:
1 The monitoring sites are depicted in **Figure 3.14-1**.
2 The sound level approaches, is at, or exceeds the FHWA noise abatement criterion.
3 Predicted minus Monitored.
4 Measurement site only, no predicted values calculated.

Table 3.14-5
Existing Sound Levels (dBA)

Area Number[1]	Receptor Type	Areas	Range of Existing Sound Levels
Area 1	Commercial/Church	Fox Run Road – Newington	58-67[2]
Area 2	Residential/Commercial	Old Dover Road – Newington	51-59
Area 3	Residential/Commercial	Patterson Lane – Newington	39-47
Area 4	Residential	Nimble Hill Road – Newington	52-54
Area 5	Residential/Commercial	Shattuck Way – Newington	50-68[2]
Area 6	Residential	Bloody Point – Newington	53-57
Area 7	Park	Hilton Park – Dover	57-67[2]
Area 8	Residential	Wentworth Terrace – Dover	59-71[2]
Area 9	Residential	Dover Point Road – Dover	55-70[2]
Area 10	Residential	Boston Harbor Road – Dover	54-63
Area 11	Residential	Cote Drive – Dover	49-71[2]
Area 12	Park	Bayview Park – Dover	40-56
Area 13	Residential	Clearwater Drive – Dover	44-66[2]
Area 14	Residential	Homestead Lane – Dover	54-68[2]

Notes:
1 Areas Presented in **Figure 3.14-1**
2 The sound level approaches, is at, or exceeds the FHWA noise abatement criterion.

WEST ENVIRONMENTAL INC

122 Mast Road, Suite 6, Lee, NH 03824
603-659-0416 ♦ Fax 603-659-0418 ♦ westenv@lobo-software.com

Newington Conservation Commission
205 Nimble Hill Road
Newington, NH 03801

September 21, 2006

RE: Spaulding Turnpike Improvements Wetlands Application –August 2006
SUBJ: Comments and Response

Dear Commission Members:

West Environmental, Inc. submits this preliminary review of the above referenced wetlands application to provide an overview of the proposed wetland impacts and compensatory mitigation package. This report evaluates only that portion of the project in Newington.

Wetland Impact Assessment

- Total permanent wetland impacts 11.9 acres mostly forested and emergent wetlands with approximately 1 acre of scrub-shrub and impacts to the bay associated with the bridge piers.
- Wetland Evaluation is summarized only and does not include photos and data but indicates that groundwater recharge, production export, nutrient removal/transformation and wildlife habitat are the main functions impacted.
- Temporary wetland impacts are not as clearly defined and their restoration is not detailed in the application package.
- The majority of the impacts in Newington are associated with the new Exit 3 connection to Arboretum Drive.
- No discussion of tidal buffer zone impacts is included in the application package.

Recommended Mitigation Package

Railway Brook Restoration

- The Habitat Assessment of the brook is not provided in the application package but should be reviewed and could be applied to McIntyre Brook for future reference. This information is included in the Draft EIS.
- A Risk Assessment regarding potential contamination needs to be completed prior to pursuing this wetland restoration work. Alternative sites may need to be substituted if contamination risks are unacceptable.
- The wetland areas restored and buffers to the new stream system should be protected by a conservation easement. This is discussed in a VHB Memo dated 11-1-05 but is not detailed in the application package.
- Alternative A (Arboretum Drive north to Pickering Brook intersection) 2,542 linear feet of stream with newly created wetlands that are not estimated for size. Adjacent to Upper Pickering Brook Prime Wetland.

- Alternative B (Arboretum Drive south to airport runway) 2,700 linear feet of stream with newly created wetlands that are not estimated for size and are adjacent to North Ramp Prime Wetland. Landfill may cause unacceptable risks. Treatment of runway runoff discharging into stream is not discussed.
- The VHB Memo dated 11-1-05 indicates 10 total acres of wetland restoration for the combined wetland restoration alternatives but this is not detailed in the application package.
- Protection of the existing prime wetlands adjacent these two sites is an important consideration.

Preservation
Watson Property - This 35 acre parcel would permanently protect Trickey's Cove and Shackford Lot Prime Wetlands and the scenic view from the bridge. This parcel is very high value frontage on Great Bay. No discussion of an easement holder or local access was included in the application package.

Alternate Mitigation Options
Preservation
Knight Brook - Three parcels totaling 100 acres that would provide permanent protection to the Knight Brook Prime Wetland. Diverse upland and wetland complex. No discussion of an easement holder or local access was included.

Restoration/Preservation
Drive-Inn Theater Property – 16 acre site includes potential grassland species habitat. No wetland restoration acreage is given in the application package but the VHB Memo dated 11-1-05 indicates 1.6 acres. This site rated low on previous reviews.

NHDES Requirements.

Based on almost 12 acres of wetland impact the ratios required for mitigation are as follows:

* Wetland Restoration 1.5 to 1 or 18 acres
* Preservation of Upland Buffer 10 to 1 or 120 acres 50% of which can be wetland

The Railway Brook Restoration Alternatives do not give acreage of proposed wetland restoration however the VHB Memo dated 11-1-05 estimates 10 acres. The protection of the 35 acre Watson Parcel represents 29% of the required mitigation. Therefore 8.2 acres of wetland impact remain to be mitigated. The railway brook restoration would need to include 12.3 acres of wetland restoration/creation to meet the NHDES requirements. The additional preservation of the restoration site and its buffers will likely meet the mitigation requirements for the Town of Newington. More information would need to be provided as to the risk and benefits of this restoration project including how much wetland will be restored or created by this alternative. The commission may wish to pursue protection of some of the Knight Brook area to compensate for any additional mitigation required to meet the NHDES ratios.

Three of the four proposed mitigation parcels appear to be good options with the reservation that the Railway Brook Restoration presents both challenges and potential risks. It appears that Alternative A is the more attractive option because of its distance from the runways however the ideal scenario would be to restore both stretches if either is pursued to create a more complete wetland system.

The success of the preservation parcels is easier to predict however the easement holder and restrictions are key components to evaluating the mitigation benefits to the Town of Newington.

Additional information identified in this letter would provide a better understanding of the value of the proposed mitigation. Some of this information may be contained in the EIS and should be reviewed prior to making final recommendations.

This completes out report at this time. Please call our office if you have any questions.

Sincerely,
West Environmental, Inc.

Mark West, President
Wetland Scientist

WEST ENVIRONMENTAL INC.

122 Mast Road, Suite 6, Lee, NH 03824
603-659-0416 ♦ Fax 603-659-0418 ♦ mark@westenv.net

RECEIVED 7
COMMISSIONERS OFFICE
SEP 28 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 27, 2006

Chairman of the Special Committee
c/o James Moore, Director of Project Development
NHDOT
PO Box 483
Concord, NH 03302-0483

JM 9/28/06

RE: Spaulding Turnpike Improvements Wetlands Application –August 2006
SUBJ: Follow-up Comments to Public Hearing

Dear Sirs:
West Environmental, Inc. submits these comments with the Newington Conservation Commission(NCC) as a follow-up to our comments submitted at the Public Hearing on September 21, 2006.

Wetland Impact Assessment/Stormwater Management

Due to the extent of wetland impact and amount of proposed impervious surface in close proximity to Great Bay tidal wetlands, details of the proposed storm water management system are needed in order to understand the potential wetland and surface water impacts. This information should be included in the Final EIS so that the Newington Conservation Commission can adequately assess the projects impacts.

Recommended Mitigation Package

Railway Brook Restoration
The NCC strongly urges the NHDOT to evaluate and pursue this restoration alternative as we have identified both this site and McIntyre Ditch as significantly degraded stream systems that drain directly into Great Bay. This project presents an excellent opportunity to restore wetland/stream systems that continue to degrade the water quality of Great Bay and its tributaries.

Drive-Inn Theater Property – The NCC voted to not recommend this as a mitigation alternative based on the lower ecological value of the site. We request that the NHDOT remove this as a mitigation alternative.

We appreciate the opportunity to comment on this project.

Sincerely,
West Environmental, Inc.

Mark West, President
Wetland Scientist

Newington Conservation Commission

Vincent Frank
Chairman

PEASE DEVELOPMENT AUTHORITY

360 Corporate Drive, Pease International Tradeport, Portsmouth, NH 03801
(603) 433-6088 Fax: (603) 427-0433 TDD: Relay NH 1-800-735-2964

September 21, 2006

The Honorable Ruth Griffin
Executive Councilor Special Committee Chair
The Honorable peter Spaulding Executive Councilor
The Honorable Raymond T. Weikzorek, Executive Councilor

Re: Newington-Dover Project 11230

Dear Special Committee Chair Griffin:

This is to memorialize the support of the Directors of the Pease Development Authority for the preferred alternative as described in the Layout Petition and further identified as Alternative 13 of the Little Bay Bridges and approaches improvements project and officially known as the Newington-Dover Project 11238.

During a regular business meeting this morning the Board of Directors of PDA voted in support of the proposal. They concur the preferred alternative will provide congestion relief and enhance the safety for those traveling the Spaulding Turnpike to work and to engage in business at the Tradeport. It is also recognized a new northerly entrance at Interchange 3 will help disperse travel patterns within the Tradeport and make a Pease presence more valued.

The Pease Development Authority is pleased the preferred alternative provides for the possibility of future railroad service to the Tradeport via an elevated crossing of the turnpike. The preservation of the right of way for a future build, while enabling a lower profile of the Turnpike is a demonstration of accommodations made by Town of Newington officials, NHDOT officials, and the PDA.

We wish to thank the NHDOT project staff and also the staff of the consulting engineering firm Vanasse, Hangen, Brustlin for the cooperation in development of the project options and accommodating concerns expressed during the extensive project development process.

We urge the Committee's rapid approval of the proposal and that construction be realized with all deliberate speed.

Sincerely,

Leon S. Kenison, P.E.
Facilities Director

cc: Richard Green, Executive Director

N:\ENGINEER\Leon\Letters\Newington Dover.doc

Submitted 9/21/06

9

BEFORE THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
AND THE FEDERAL HIGHWAY ADMINISTRATION

Spaulding Turnpike Improvements
Newington to Dover, New Hampshire
NHS-027-1(37), 11238

COMMENTS OF JUSTIN C. RICHARDSON

I. BACKGROUND & SUMMARY

- Justin C. Richardson, Esq., Newington Resident, and Member of the Newington Conservation Commission (Vice chair 2005).

- Background in Environmental Law. Former Assistant Attorney General in the NH Department of Justice, Environmental Protection Bureau (1996-2000); NHDES Employee and Intern, Water Management Bureau & Planning Unit (1990-1993).

- Concerns regarding discharge of stormwater to Little Bay resulting from the NHDOT construction at Exit 4 in Newington. Prepared reports documenting stormwater discharges from NHDOT projects in violation of state water quality standards to the Newington Conservation Commission (attached).

- Little Bay, Great Bay & the Piscataqua River are an extremely valuable environmental resource, yet these bodies of water do not meet state water quality standards.

- Because of these concerns, limited space and proximity of Little Bay, significant stormwater treatment and prevention measures should be in place prior to significant construction to mitigate stormwater discharges into Little Bay, both during and post construction.

- Draft EIS does not provide any details that would allow reader to determine that adequate measures will be in place, prior to, during or post construction. Final EIS should require measures in place at critical locations around Little Bay, and eliminate stormwater at its source.

II. COMMENTS

Stormwater runoff is the #1 pollution problem in the State of New Hampshire.

- Runoff from rainstorms and snowmelt is the *most significant source of water pollution today*. Stormwater carries sediment, oil, grease, nitrogen, phosphorus,

and other pollutants into storm drains and then, untreated, into nearby waterbodies. [1]

- The New Hampshire Department of Environmental Services (NHDES) ranks stormwater runoff as the highest priority source of non-point source pollution in the state of New Hampshire due to its impact on public health and receiving waters.[2]

- According to the University of New Hampshire Stormwater Center, "Urban stormwater is the second largest source of water quality impairment in estuaries."[3]

Great Bay (including Little Bay) is an extremely valuable environmental resource to the region.

- Great Bay, including Little Bay, has been identified by the NHDES as "one of six high priority areas in the state".[4]

- Great Bay contains salt marsh habitats that are recognized as one of the highest priorities for protection by the NHDES's rules which state that "[p]reserving the integrity of saltmarshes and other tidal wetlands *shall be given highest priority by the department*, because of the high productivity, rarity of such wetlands, and difficulty in restoration of value and function for those environments." Env-Wt 302.01 (a) (emphasis added).

- According to the NHDES Fact Sheet WMB-CP-07 (2004), salt marsh grasses are a critical environmental resource. In addition to their aesthetic value, "salt marsh provides the food for larger fish that are important to the New England fishing industry. Over the past decade, fishery stocks in New England have seriously declined. There is evidence that restoring marshes, along with improved fishing management, will help to restore these fish stocks."

- According to the NHDES Fact Sheet WMB-CP-03 (2004), mud flats present at Great Bay adjacent to the project are an important environmental resource and "provide important habitat for bottom-dwelling invertebrates, such as clams and mussels, and thus provide food for predatory fish, birds and invertebrates such as the horseshoe crab, mudsnail and shellfish species."

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[1] USEPA *Getting the Word Out...The Role of Local Governments In Implementing the NPDES Stormwater Program for Construction Sites.* EPA 833-F-06-0022. (emphasis added).
[2] NHDES, Nonpoint Source Management Plan (1999), Page ES-2.
[3] Thomas Ballestero, University of New Hampshire Stormwater Center, May 2005 Presentation to NRPC. Available at http://www.unh.edu/erg/cstev/Presentations/index.htm
[4] NHDES Fact Sheet R&L-6 (1997).

- The United States Environmental Protection Agency has identified three priorities for protection of Great Bay as a natural resource.[5] These priorities are:

  Triple the acreage of open shellfish beds (to 75% of all beds) and triple number of harvestable clams and oysters in NH estuaries.

  Preserve open space in Great Bay watershed area.

  Increase the acreage and value of salt marshes, wetlands and other estuarine habitats.

- The areas of Little Bay adjacent to the project provide a critical habitat function. In a technical report entitled *Important Habitats of Coastal New Hampshire* the United States Fish and Wildlife Service listed and ranked priority species important for wildlife protection and conservation. Many of these important species and habitats are located at or near the proposed project.

Water Quality of Little Bay at the project location (Little Bay) does not meet state water quality standards.

- The NHDES reports that the sections of Little Bay and the Piscataqua River adjacent to the proposed project do not meet the state's water quality standards.[6] The Piscatqua River is categorized as a Category I water body in need of restoration.[7]

- Past (and much smaller scale NHDOT projects) have resulted in discharges of turbid water to Little Bay, in violation of state water quality regulations.[8] See Attached Reports. The proposed project, due to its larger scale, presents an even greater risk.

- Impervious cover in the Newington sections of the project is a serious problem. According to the Draft EIS, in Newington Lower Pickering Brook is 19% impervious.[9] It is generally recognized that stormwater discharges are a concern when imperviousness exceeds 10%.[10] The Draft EIS further reports that the

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[5] USEPA, *Great Bay and the Seacoast*, Fact Sheet (June 2002).
[6] See generally, NHDES *2004 Section 305(b) and 303(d)Surface Water Quality Report.*
[7] NHDES Nonpoint Source Management Plan, Table 1-1 (1999).
[8] Under the Department of Environmental Services regulations, Env-Ws 415.04 Water Quality Degradation Prohibited, "[n]o person undertaking any activity for which a permit is required *shall cause or allow the activity to cause any water quality degradation, including siltation or turbidity in surface water.*" (emphasis added).
[9] Draft EIS, Page ES-14.
[10] Center for Watershed Protection, www.cwp.org.

capacity of the drainage pipes may also be deficient at some locations due to the amount of impervious area that has been added from development in the area.[11] Stormwater runoff from the project and adjacent impervious areas will add pollutants to the system.

- It is critical that stormwater prevention and treatment measures be in-place prior to construction to (a) prevent stormwater discharges and sediments at their source; and (b) treat stormwater discharges prior to reaching Little Bay.

- The Draft Environmental Impact Statement states that stormwater treatment facilities will be constructed, but does not specify their location.[12] Location is critical in order to evaluate whether the protections will be sufficient to prevent violations of water quality laws and regulations.

RECOMMENDATIONS

- Stormwater treatment *prevention and treatment* measures be in place prior to construction.

- FEIS should identify, evaluate and make recommendations concerning the need for stormwater treatment and mitigation measures at specific locations.

- Treatment systems are needed adjacent to Little Bay. Newington/Exit 4 should be considered.

- Project specific environmental inspectors reporting to NHDES should be considered given compliance concerns Exit 4.

[11] Draft EIS, Page 3-23.
[12] Draft EIS, Pages ES-18; 2-108.

NEWINGTON EXIT FOUR EROSION / TURBITY
DISCHARGING INTO GREAT BAY

Pictures taken on July 11, 2006 at 7:30 PM, following a rainstorm that ended (approximately) at 4:00 PM. Significantly greater volumes of stormwater discharging directly to Great Bay (Little Bay near Bloody Point) than those depicted were observed earlier in the day but were not photographed. This storm event (and sediment levels) are substantially less than those observed earlier in the day, and during all other rain events in May and June of this year.

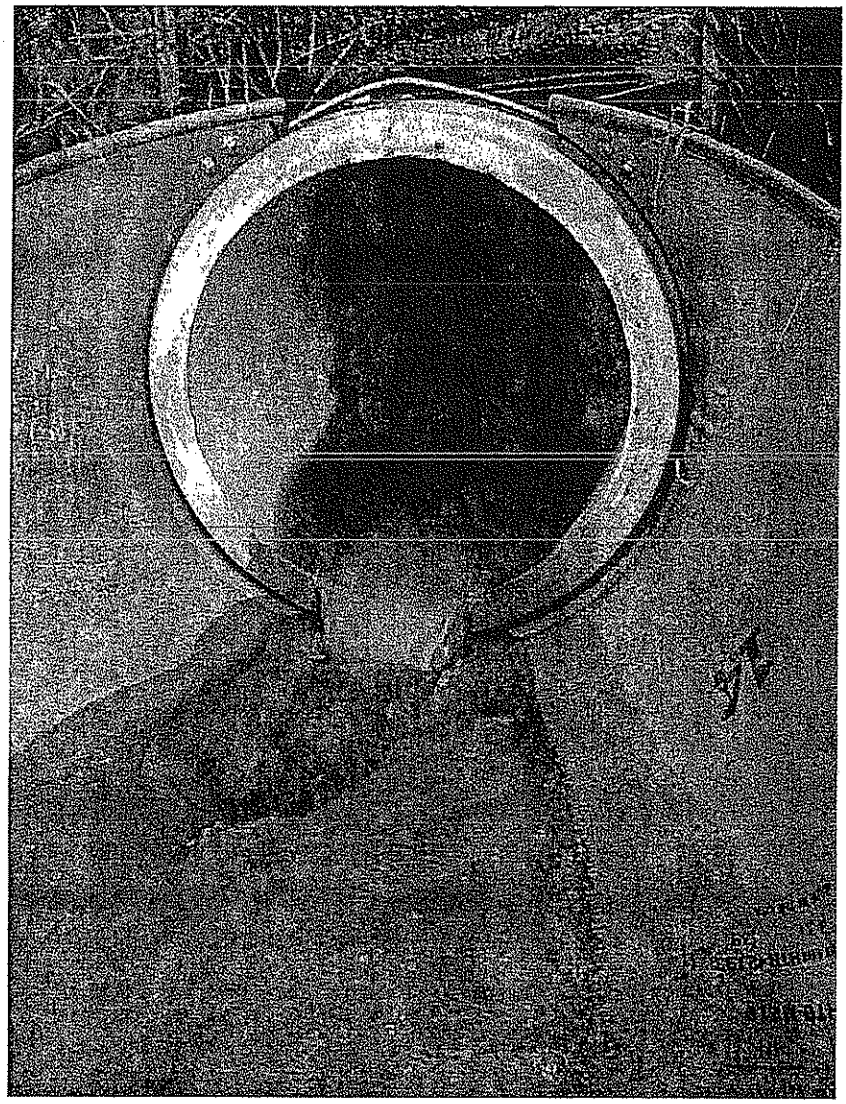

Photo A. Culvert discharging to Great Bay immediately to the east of the Exit 4 underpass to the Spaulding Turnpike. Although only 1" deep (approx, not measured) water is opaque due to sediment and turbidity from DOT construction sites west of the turnpike.

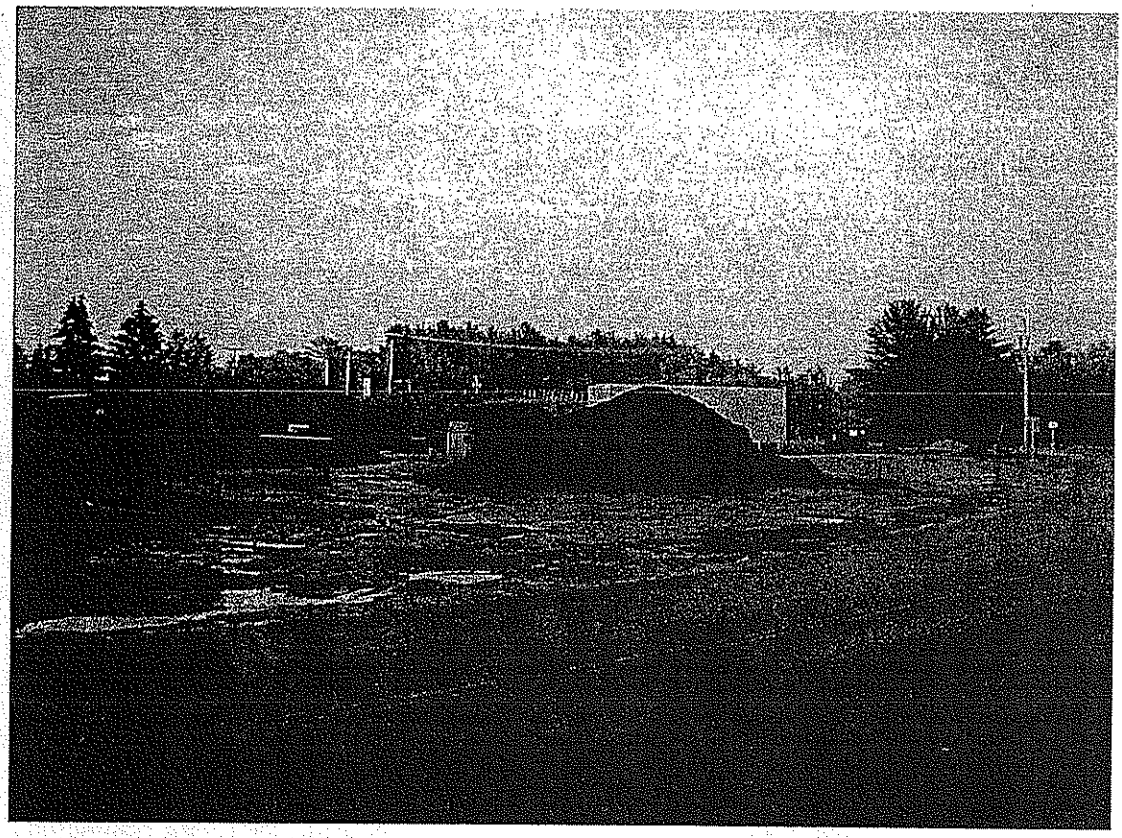

Photo B. Looking Southeast towards Nimble Hill Road from Exit 4. No erosion controls or swales present. Storm drain is located adjacent to the road near the standing water. Water containing sediments is washing off the site directly on to the road or into the storm drain.

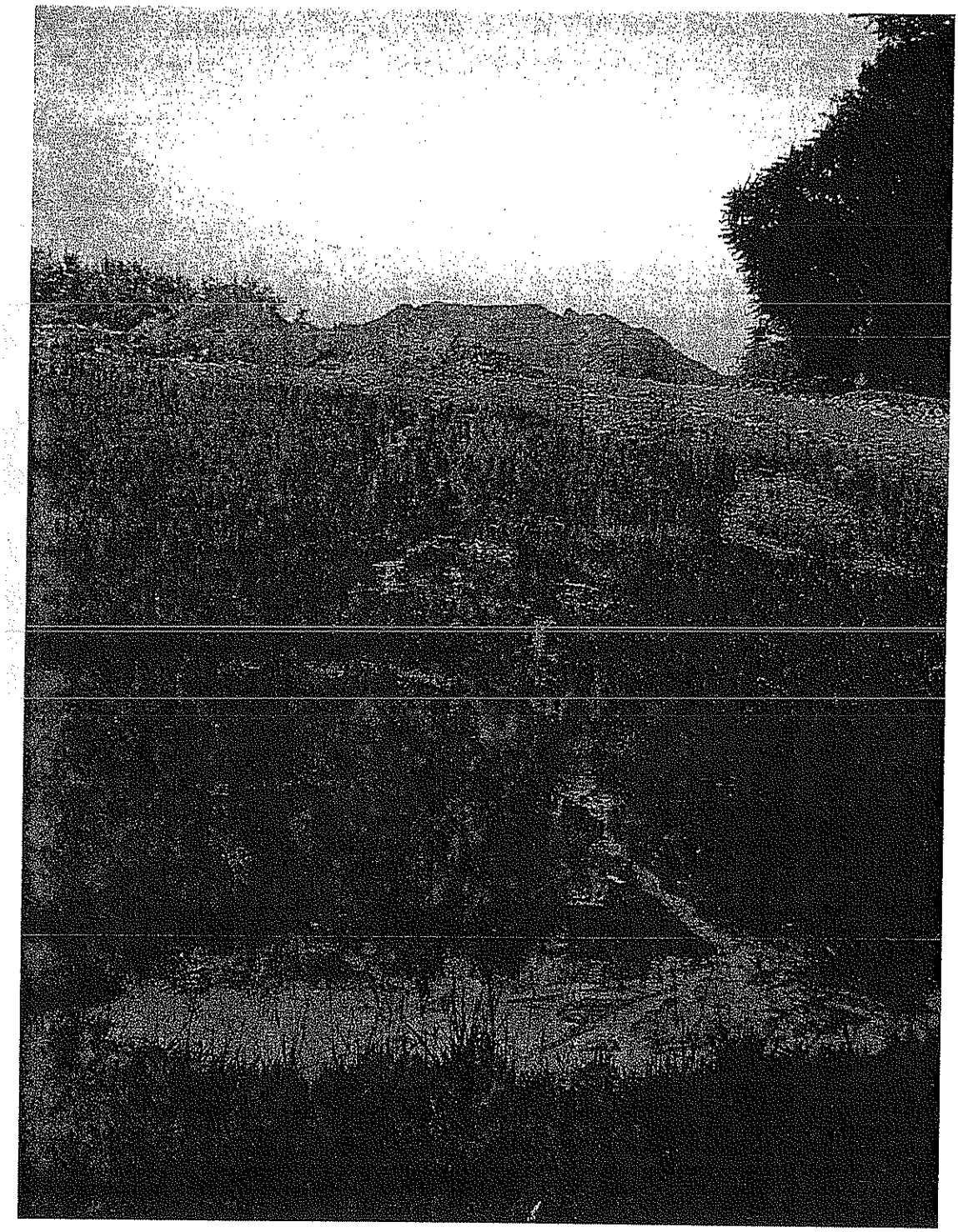

Photo C. North of Photo B looking up at the spoils area west of the Turnpike. Runoff containing high sediment levels is washing down and eroding the slope into drains and onto the road.

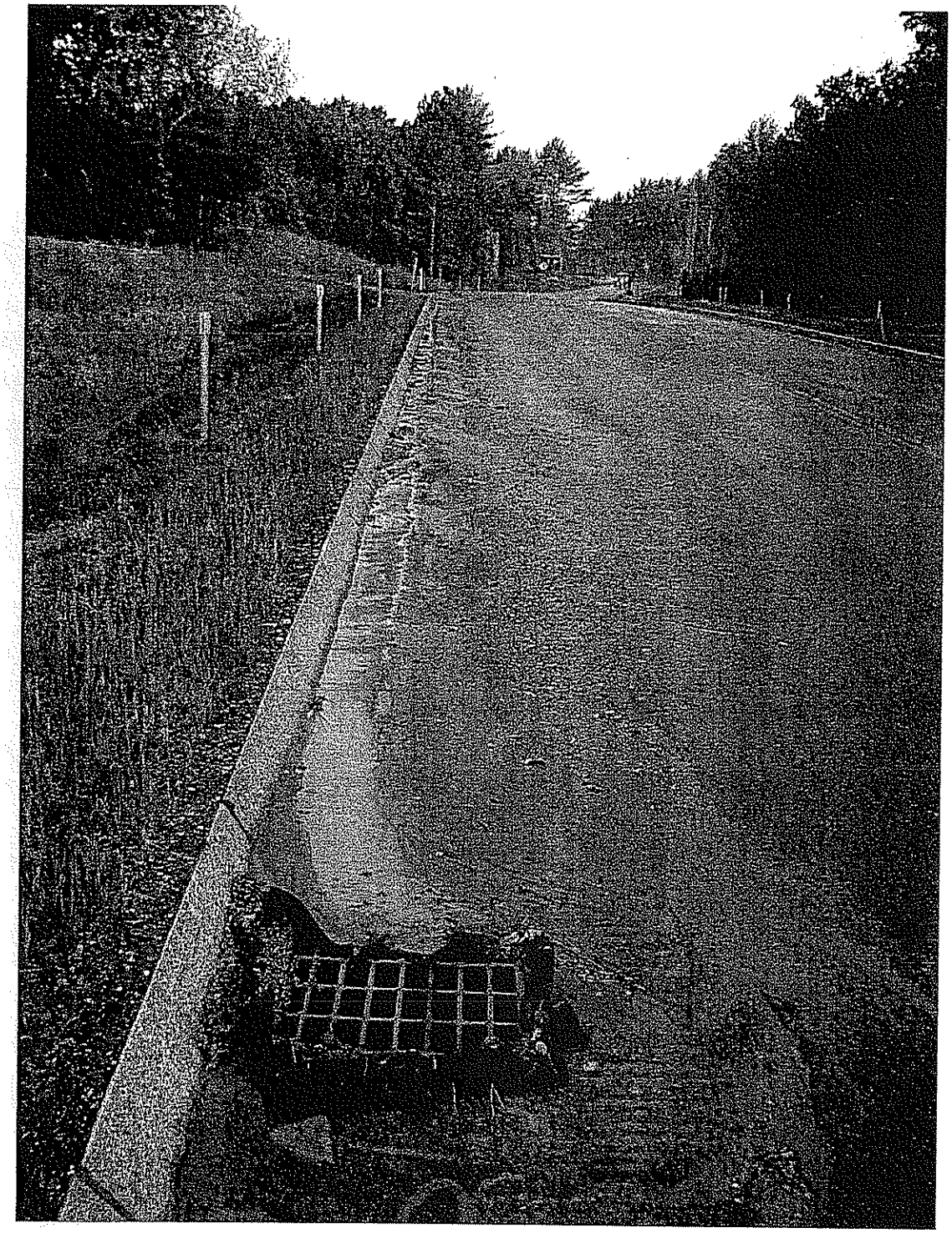

Photo D. Looking south from Photo C. Large volumes of opaque stormwater containing sediments have been observed following rainfall events. Course sediments settled when high discharge volumes decreased shown here. Fine suspended sediments are visible similar to those shown discharging directly into Great Bay (Photo A).

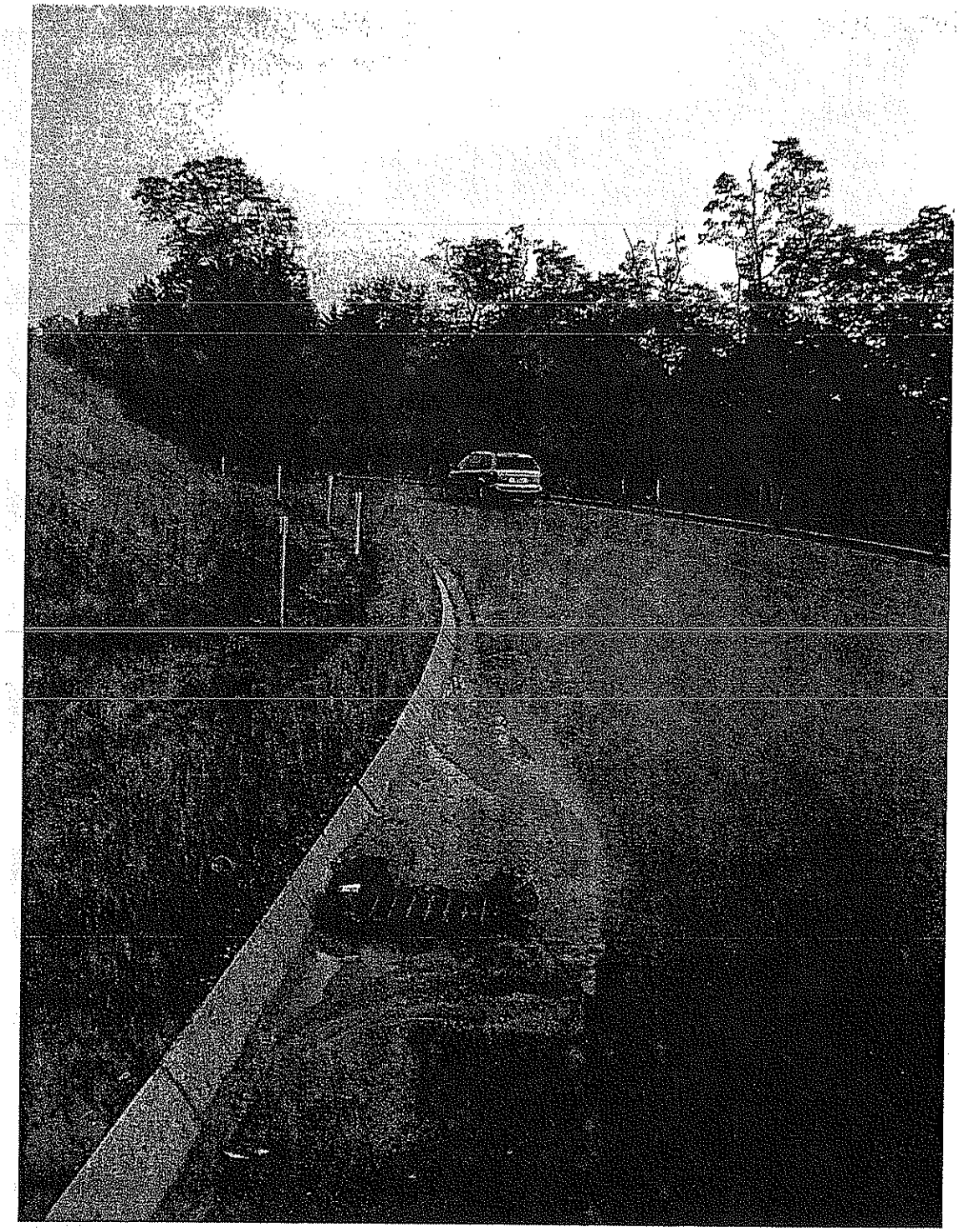

Photo E. More sediments, taken further down from Photo D.

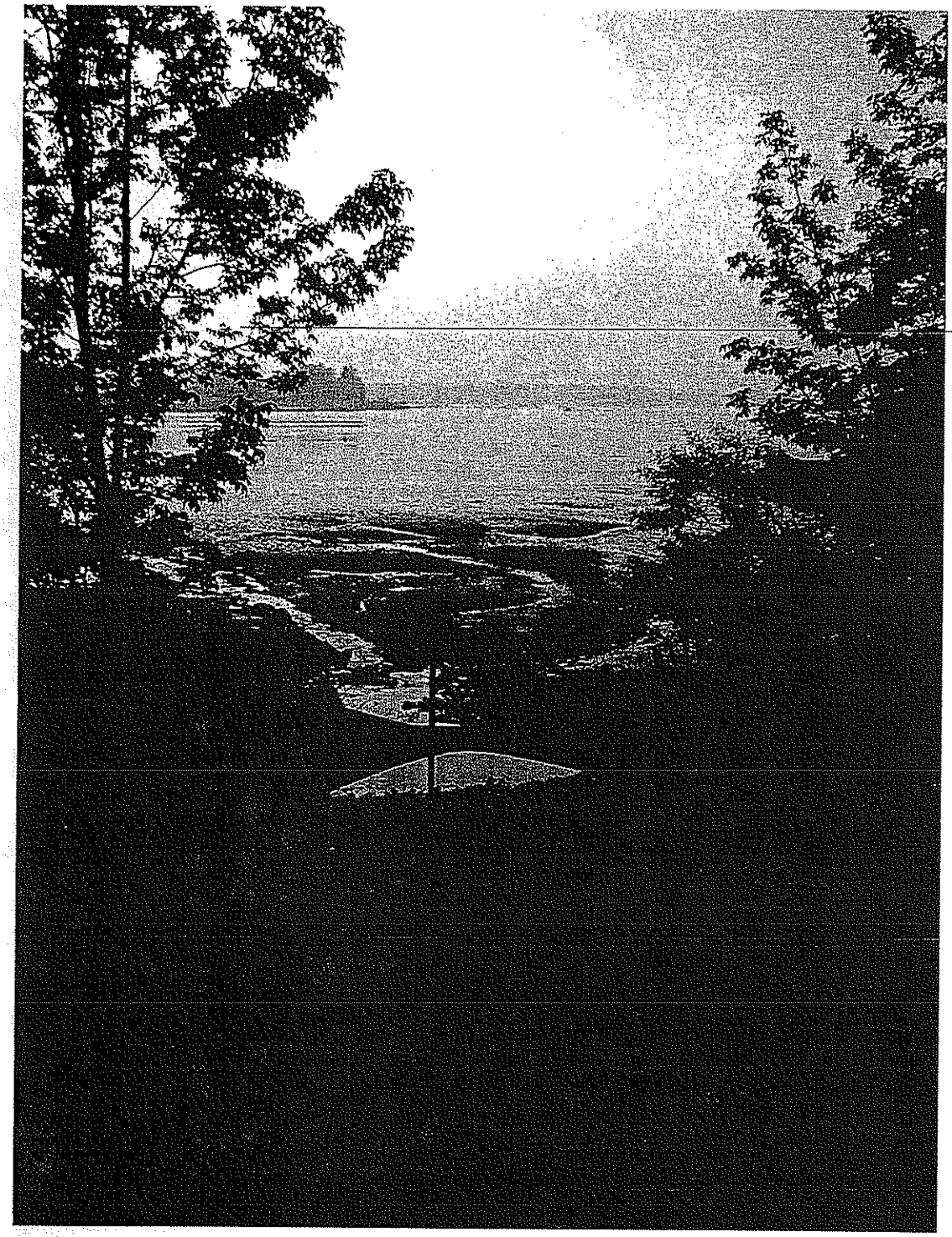

Photo F. Above Photo A, showing the sediments discharging into Great Bay.

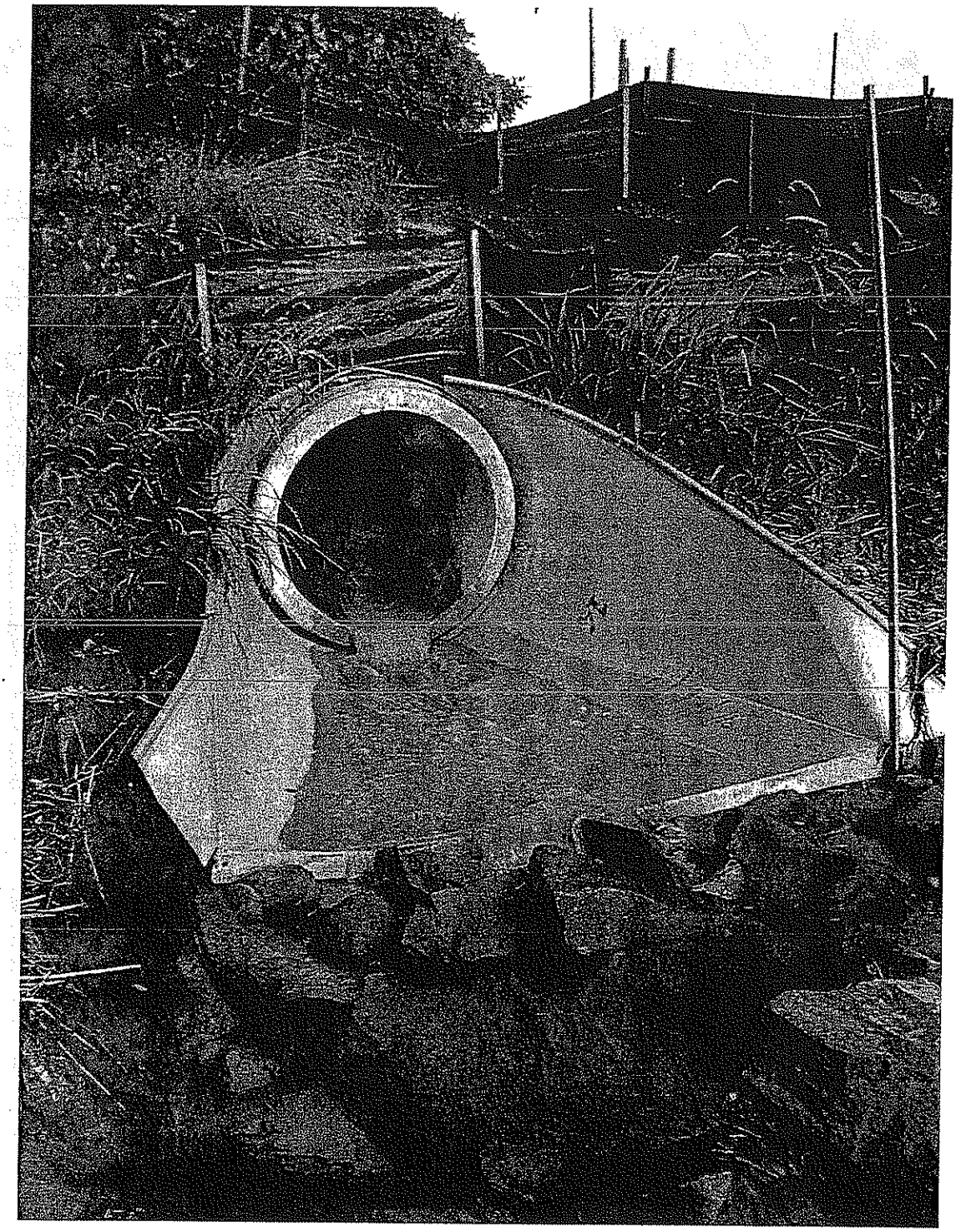

Photo G. Same location as A, below F.

Photo H. Shows sediments discharging into Great Bay at low tide (approx 7:30 PM on July 11, 2006). Stormwater discharge volumes have resulted in channel formation in the Bay. Adjacent areas of the Bay appear to be fine clay deposits which have eroded to form a channel containing courser sediments. This channel is below the mean high water and presumably eroded during low tides.

Photo I. Close up of turbidity due to erosion and stormwater from DOT project.

TO: Newington Conservation Commission

FROM: Justin C. Richardson, Esq., Member

RE: NHDOT Shattuck Way – Exit 4 Site Visit

DATE: July 28, 2006

Cc: David Price, NHDES
Stehphen Labonte, Esq., NH AGO
Jonathan Pitre, NHDOT

I. BACKGROUND

On Monday July 24, 2006 I forwarded to Assistant Attorney General Stephen Labonte my report concerning turbidity and erosion into Great Bay that I observed from the NH DOT Exit 4 project on July 11, 2006, as discussed at the Commission's July meeting. See attached email.

On Thursday July 27, 2006, I discussed my concerns with Attorney Labonte who informed me that he had forwarded my report to the NH DOT Engineer in charge of the project on site, and that the NH DES (David Price) intended to complete a site inspection the next day. I obtained permission from the NH DOT and NH DES to attend the field inspection in order to report back to the Commission concerning what steps would be taken to prevent further erosion and turbidity discharges in Great Bay.

I understand that the NHDES will be forwarding its field inspection and a follow-up letter to the Commission.

II. SITE INSPECTION

The following are my observations and conclusions regarding the site visit.

- We confirmed that the source of the sediments and turbidity discharging to Great Bay as shown in my report was likely both the Nimble Hill Road and Shattuck Way staging areas.

- The storm drains contained "silt sacks" to trap sediments. Even with the silt sacks, however, David Price indicated that fine particles present in this area can still result in turbidity problems.

- It appears that the sediments trapped in the silt sacks slow the rate that water infiltrates through the silt sacks into the drains. As a result, water unable to pass

through the silt sacks would overflow down Shattuck Way to its lowest point, which is the drain(s) closest and adjacent to Great Bay at the underpass.

- The NHDOT already appeared to have taken steps to correct the problems observed in my report. For example, silt fencing had been installed around the area West of the Turnpike and the area had been regraded to reduce runoff directed onto Shattuck Way from staging areas.

- Several recommendations for further stabilization and erosion control were made by David Price from NHDES. The NH DOT was responsive and agreed to implement all but one of the measures the same day, consistent with the schedule recommended by NHDES.

- David Price stated that he had received a complaint concerning erosion problems and that he conducted a field inspection and made recommendations to the NH DOT on or about May 3 of this year.[1] I believe that David Price indicated that the NH DOT had implemented all of those recommendations. This is consistent with my personal observations that the site conditions in July, although continuing to result in discharges of turbidity to Great Bay, are dramatically better than what I observed driving through the area in May.

- In my opinion, the NH DOT's implementation of David Price's recommendations (both in May and during the field inspection) shows that the NH DOT acts quickly to environmental concerns. However, it does raise a question as to why, after being alerted to the problem in May, the NH DOT was not more aggressive in preventing erosion at its source prior to my report of the July 11, 2006 turbitidy discharges into Great Bay.

- David Price indicated to me that it is difficult to assess the level of turbidity based on photographs alone. While he seemed to agree that my report concerning the July 11, 2006 events shows that the project likely violated NH DES's standards for the discharge to surface waters, he indicated that the absence water quality samples (taken using the correct procedures) makes the assessment of any violation and its extent difficult. Had such samples been taken and confirmed a significant violation of the turbidity standard (10 NTUs above background), I got the impression that the NH DES would likely have considered an enforcement action.

- David Price indicated that he would be sending letter concerning his findings to the NH DOT and would copy the Newington Conservation Commission. I indicated that I would make a report to the Commission, which I would copy the NH DES and NH DOT.

[1] I saw the field inspection report only briefly and my comments are based on limited review.

CONCLUSIONS AND RECOMMENDATIONS

1. *In my opinion, the NH DOT appears to have responded to my report in a timely and appropriate manner to the issues identified in my report to the Commission.* Jonathan Pitre indicated that if there are any concerns in the future to contact him immediately and he would ensure that they were corrected. I have every reason to believe that NH DOT will act immediately to correct any problems that may be identified in the future.

2. *Never-the-less, the fact that the NH DES had conducted a field inspection in early May on this issue at this location indicates that the NH DOT should improve its efforts to prevent turbidity problems arising, particularly in areas adjacent to Great Bay.* It may be that discharge of stormwater into Great Bay containing turbidity levels greater than allowed by Env-Ws 415.04 was unavoidable due to the location of the project, limited space, the volumes of stormwater, soil conditions, and other factors. However, given the importance of Great Bay as a natural resource, every effort should be taken to ensure that reasonable protection measures are in place prior to storm events such as on July 11, 2006.

3. *The Commission should consider whether it should develop the ability to take water quality samples that could be used by NH DES in the event that a concern arises on a future project.* Sampling equipment could be stored at the Town offices for use by Commission members, the building inspector, or other Town officials, if necessary in the event a problem occurs.

4. In my opinion, Exit 4 is configured such that there is not much room available for the treatment of stormwater using preferred methods such as vegetated swales, infiltration etc. *I recommend that the Commission consider encouraging the NH DOT to develop a stormwater treatment system as part of the turnpike expansion project.*

5. David Price recommended calling the NH DES field office at Pease in the event a concern like this arises. He indicated that he often is able to be on site the same day to observe the field conditions and take any samples, as warranted.

Justin Richardson

From: Justin Richardson
Sent: Monday, July 24, 2006 10:47 AM
To: 'stephen.labonte@doj.nh.gov'
Cc: 'planning@newington.nh.us'; Vincent Frank (E-mail); Justin Richardson
Subject: Newington Exit 4 Turbitidy into Great Bay

Steve:

The Newington Conservation Commission is concerned about discharges into Great Bay from the Exit 4 site. As shown on the attached PDF file/report, during both recent thunderstorms and the rain we had earlier this year, massive quantities of sediments have been discharging unchecked into Great Bay, which appears to violate State water quality laws. See e.g., Env-Ws 415.04.

At its July meeting, the Commission voted to forward its concerns to DES regarding its impact on water quality. That has not happened (I don't believe a letter has been written yet), but it occured to me that it might be more productive if DOT could resolve the issue in the first instance, without the need to go any further. I can't speak for the whole Commission, but I think it would be helpful if DOT came up with a proposal to address stormwater and erosion into Great Bay from the Exit 4 project.

The August Cons. Comm. meeting will likely be the first Thurday in August. If you want to get on the Agenda, I would recommend contacting Tom Morgan who could put you in touch with Vincent Frank, the Chairman. Tom can be reached at 436-7640. I don't have Vincent Frank's number.

Also, just from my personal observation, there appears to be little space available for stormwater management due to the configuration of Exit 4 and Great Bay. I would be curious how DOT plans to address stormwater during the Rout 16 expansion. That is a more long-term consideration, but i think the attached photos confirm that there is a problem. Based on my initial research, it also appears to me that this part of Little Bay does not meet state water quality standards, so we are dealing with a environmental resource that is already under significant stress.

If you have any questions, feel free to call me.

-Justin

20060711 NH DOT
Route 16 EXIT ...

Justin C. Richardson, Esq.
Upton & Hatfield, LLP
159 Middle Street
Portsmouth, NH 03801
Tel: 603-436-7046
Fax: 603-431-7304
jrichardson@upton-hatfield.com
www.upton-hatfield.com <http://www.upton-hatfield.com>

STATEMENT OF CONFIDENTIALITY
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10

Date: Sept. 21, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

There is a very large section of fence down (~60' or more) right after the Toll Booth on the Spur Rd side. If there is an accident with a vehicle going off the road (like happened to the ~~Boston~~ political candidate down the other end of the Spaulding TK/Spur Rd - there is No way it would be able to stop! It would plow right into 193 Spur Rd + maybe even into the river!

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Rosalie Veinott

Name: Rosalie Veinott
(Please Print)

Address: 23 Roberts Rd
Dover, NH

Phone: # 749-2957

NH DOT Project Parcel # _____

Date: 9-21-06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

A great job has been done on the final design and on the presentations made to the public. I've attended four of your public presentations and every meeting was very informative and conducted in a very professional manner.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Thelma Briggs

Name: Thelma Briggs
(Please Print)

Address: 10 Cote Drive
Dover NH

Phone: #

NH DOT Project Parcel #

Date: 9-21-06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

Where ever possible, trees be planted/replaced in between the new roadways & existing houses to help with noise reduction

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Dean Trefethen

Name: Dean Trefethen
(Please Print)

Address: 9 Danielle Ln
Dover NH 03820

Phone: # 603-742-4740

NH DOT Project Parcel # _____

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

I AM CONCERNED ABOUT THE BACKUP THAT WILL OCCUR AT THE REVISED EXIT 6 — IT APPEARS THAT THE BACKUP WILL BACK UP ONTO THE NORTH BOUND HIGHWAY IT SELF

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Douglas T DeDe

Name: Douglas T DeDe
(Please Print)

Address: 143 Locust St
Dover NH 03820

Phone: # 603 749 1578

NH DOT Project Parcel # _____

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

I am a property owner of #15 Wentworth Terrace, Dover. There exists an current drain that traverses my lot west to east draining shallow pooling into the Northern side of my shoreline. I am concerned that the additional flow will seriously erode my shoreline and begin to undermine parallel brook Ray Dr.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: John P Duff IV

Name: JOHN P DUFF IV
(Please Print)

Address: 14 Prospect St
Dover, NH 03820

Phone: # 603 828-7876

NH DOT Project Parcel # D023

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

(1) THAT THE SIDEWALK FROM HILTON PARK (WEST SIDE) BE CONTINUED TO THE DMV EXISTING SIDEWALK DUE TO GREAT INCREASE IN TRAFFIC

(2) THAT THE NOISE ABATEMENT BE INSTALLED AT THE BEGINNING OF THE PROJECT

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: [signature]

Name: EDWARD GARTNICK
(Please Print)

Address: 53 BOSTON HARBOR RD
DOVER, NH 03820

Phone: # 603-742-8689

NH DOT Project Parcel # _____

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

I support the DOT on expanding the shoulders & adding noise barriers

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: [signature]

Name: LINDA PONTBRIAND
(Please Print)

Address: 40 Belanger Dr.
Dover NH 03820

Phone: # 603-742-4439

NH DOT Project Parcel # _____

Date: 9/21/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

I support the plan as presented on 9/21/06. I would like to see the sound barriers installed. I am on the water on Pomeroy Cove, and I would like the barriers solid on the bottom with the clear top

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: [signature]

Name: Patricia Rove
(Please Print)

Address: 17 Cote Dr
Dover, NH 03820

Phone: # 749-2335

NH DOT Project Parcel # _____

RECEIVED
COMMISSIONERS OFFICE
SEP 2 2 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 19, 2006

Mr. James Moore 9/22/06
Director of Project Development
P.O. Box 483
Concord, NH 03302

Dear Mr. Moore,

I am writing in support of funding the preservation of the Tuttle Farm on Dover Point Road in Dover, NH. Farmland like Tuttle's, once a common sight in southern New Hampshire, is quickly becoming a memory from days gone by. This farm in particular is very special not only to Dover residents, but to many throughout the region who buy their produce there or simply drive by.

Preserving this farm will be a historic moment. I hope you do all you can do to insure that this beautiful farm is preserved for future generations. Thank you in advance for your efforts.

Sincerely,

Christopher Snow

10 Mast Road Ext.
Dover, NH 03801
603-742-4400

19

YAHOO! MAIL

JAM 9/26/06

Print - Close Window

Date: Sat, 23 Sep 2006 11:57:16 -0700 (PDT)

From: "Scott Davidson" <jscottdav2002@yahoo.com>

Subject: 2nd draft--rt 16 widening hearing record

To: "jscottdav2002@yahoo.com" <jscottdav2002@yahoo.com>

Re: Newington-Dover NHS-027-1(037), 11238 Please include in hearing record.

The Dover Transportation Center (DTC) in central Dover is currently the most connected public transit hub in the NH Seacoast Region, served locally by four bus routes (COAST 1 and 2, UNH Wildcat 3A and 3B), and regionally by the Amtrak Downeaster train and C&J Trailways bus. It is also within walking distance for thousands of Dover residents.

It has come to my attention that the proposed new Park and Ride facilities at Exit 9 (two miles north) will include a new C&J station, and that service to DTC will be discontinued. While BUS travel times to Boston will shorten, Dover residents who can now leave their cars at home and take a local bus or walk will require private vehicles to access the C&J bus--a big step backwards in terms of the environmental and affordable travel challenges of the 21st century. Total costs will increase--including the fuel consumption and time costs of adding more cars to rush hour traffic. Air pollution and greenhouse gas emissions will also increase. Those without cars will be forced to take cabs both ways, easily doubling the cost of a round-trip to Boston for many.

It is therefore recommended that coordinated shuttle service between the Dover Transportation Center and new C&J station, for both leaving and returning passengers, be required as part of any plan to discontinue C&J service from central Dover.

Thank you for your attention.

Scott Davidson

Scott Davidson
Executive Committee, NH Sierra Club, Seacoast Group
158 Cricket Brook
Dover, NH 03820
(603) 749-4472
jscottdav2002@yahoo.com

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

RECEIVED
COMMISSIONERS OFFICE
SEP 26 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

20

Date: September 24, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

Attention: Chairman of the Special Committee JAM 9/26/06
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

RECEIVED
COMMISSIONERS OFFICE
SEP 26 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

At the meeting I briefly expressed my approval of wetlands mitigation going towards the remaining lands in the Tuttle Farm Conservation project. I totally approve the sound barriers along the Dover toll booths and vote their construction before the bridge and highway constructions begin. Additionally, I join the concern of the destruction of the trees and natural plants. Please make every effort to save natural growth especially mature trees from being destroyed!

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: Barbara J. Rushmore

Name: Barbara J. Rushmore
(Please Print)

Address: 191 Spur Road
Dover, NH 03820

Phone #: 749-1151

NH DOT Project Parcel #

N.H.D.O.T.
P.S. What more can be done to reduce motorcycle exhaust and truck jake brake noise.

Raymond H. Bardwell, P.E.
199 Spur Road
Dover, NH 03820
(603) 749-6422

September 23, 2006

STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTAT
P.O. BOX 483
CONCORD, NH 03302-0483

RECEIVED
COMMISSIONERS OFFICE
SEP 25 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

C/O James A. Moore, Director of Project Development

Subject: Improvements to Spaulding Turnpike & Little Bay Bridges

Dear Mr. Moore:

As an abbuttor since 1984 and daily user of the roads in the scope of work, I have followed this project for years. I stated at the Sept. 21st meeting that the design staff has been very thorough, courteous, and professional in their work and should be commended for this.

One of the problems that people have in this area is the noise level that has increased over the years and mainly from the motorcycles and trucks with no mufflers. Living on Spur Road, we spend time on the Bellamy River side of our home and there are many times that all conversation is stopped until these vehicles have stopped and proceeded from the area. That side of our home is 300 feet plus away and at a lower elevation with many trees. The residents appreciate the fact that sound fences will be constructed and would request that they be done at the front end of this project rather than at the end. This may not be practical. We also wonder if some sample of its type and design would be available for our information. I have observed various types, such as H columns driven in the ground and then pre-cast concrete sections with a design on them slid into the H columns; PT poles with PT planking and just concrete walls. The other thing that it brings to mind is that all vehicles must be inspected somewhere and have mufflers to pass this inspection. Why can some of the motorcycles and trucks operate without proper equipment? I have noticed that the State Police and some local police are setting up check- points to curb this outrageous noise. Why can't this be accomplished at the Dover Toll area now? My chief of police says it's a state road and problem.

The design team and I have had many discussions on the Dover Point layout and my concerns have been answered. I am a strong believer in free flow at off ramps and not traffic lights. My desire was to have 6W remain, as all of the traffic is already channeled into one lane and must be there by the time you arrive at the Spur Road intersection and only have the traffic light at Spur Road. With the present design, all traffic coming from Portsmouth and going to Hilton Park, Newick's and DMV must turn onto the end of Spur Road. This will include tractor- trailers going for testing. The design team has stated that there will be an adequate de-celeration lane and proper turning radius for this intersection. With the proposed design and the tunnel from Spur Road to Boston Harbor Road, will there be a sidewalk between these roads and will the tunnel be lighted?

I know the following is additional work for the DOT, but can the Hilton Park area and boat ramp be improved while the equipment is near this site? If this is under Fish & Game, can this improvement be coordinated to make the boat ramp a safe area for launching? The Park is a gem and could offer much more with some improvements. In my opinion, we need:

- To have a boat ramp that is steeper and into deeper water.
- To construct a jetty parallel to the existing ramp.
- Construct a dock along this jetty so boaters can secure their boats after launching and receive people and gear safely.
- If a committee is needed, I would be happy to serve.

Much of the above has been addressed by the design team, but this is the last time to offer comments and the above suggestions are from a different point of view and I want them in the record. I tell my clients, "It is less costly to change lines on paper than a project once constructed".

Thank you for your review of the above and contact me with any questions.

Sincerely,

Raymond H. Bardwell, P.E.

Jan K. MacMillan
Gordon S. Smith
14 Boston Harbor Road
Dover, New Hampshire 03820
603 / 742-5508

September 25, 2006

Peter J. Spaulding, Executive Councilor
c/o: James A. Moore, Director of Project Development
The State of NH Dept. of Transportation
PO Box 483
Concord, NH 03302-0483

Dear Councilor Spaulding:

Re: Spaulding Turnpike
Newington-Dover
NHS-027-1(37), 11238

With keeping in mind that progress must move forward, we all applaud the upgrades to be implemented with the Spaulding Turnpike Newington/Dover Project. Although, after attending the September 21st project meeting at St. Thomas Aquinas High School in Dover, I realized it is imperative for all of us involved to express our concerns, anxieties, and fears on how this project personally impacts us, our homes, and our standard of living.

I have resided at 14 Boston Harbor Rd, Dover, since 1978, well before the first major project for Rt. 4, Scammell & Little Bay bridges was implemented. We put a major addition onto the house in the late 80's, believing at the time that Rt. 4 was proposed to move North towards Exit 9, Dover. Of course this ended up not being the case. When the plans were finalized to move Rt. 4 directly behind us and to be widened, we had to do quite a bit of talking and pleading just to keep our 10' wood fence, as well as keeping a few of the trees behind the fence for minimal sound barrier and privacy purposes. (My belief is that the only reason that we were graced with keeping the fence and trees was because we asked that the property be purchased by the State) Our request for a sound barrier wall was denied. That project resulted in Rt. 4 moving approximately 25' closer to our property line and approximately 5' closer to the front property line on Boston Harbor Rd.

Also at this time the drainage issues for run-off on Boston Harbor Rd were also addressed, where a culvert was installed just behind the pumping station to allow the run-off to drain under Rt. 4 and into the Bellamy River (East end of the Scammell Bridge). What was not accounted for was the grading of land to the culvert, which is more elevated than the bed of the run-off water. Someone forgot to account for the fact that water cannot run uphill... Our house sits in somewhat of a basin, and for many years it has been mandatory for us to run 2 sump pumps and a dehumidifier 24/7 down in our basement to help keep the water out. This is not to say that we still don't have occasional flooding problems.

With some of our previous DOT project issues summarized, I'll move forward to the present Spaulding Turnpike Newington/Dover project issues. Not surprisingly, they remain the same with a few new twists added.

I will, at this point, for easier reference, categorize each of our major concerns and give more detail for each.

VIEW / PRIVACY

Currently, our major concern is the Rt. 4 overpass going across the neighborhood connector. Through our own investigation (Bill Jannell, Administrator, Concord, NH), we've learned that the road will rise 4-6' over the connector road. This will put the traffic at the top of our already 10' fence. Our house is at the West end of Boston Harbor Rd, the corner location, and a large amount of the property line runs along Rt. 4, making this connector proposal a larger impact for us than for any of our neighbors. The road is currently 57' from our fence and 23' from the fence to the corner our house. Our property is set at approximately 4' below the present highway grade. We already have a view of the passing traffic at first floor level, and much more so from all of our 2nd story bedroom windows, which all face Rt. 4, and are closer to the highway. As you can see in the enclosed photos, we can see the tops of pickup trucks and all tractor-trailer cab windows from over our 10' fence taken from the first floor level of the house. The trees in these pictures are mostly deciduous, and they do add a slight bit of privacy in the summer months. They do nothing to cut down on the noise. When the leaves fall from the trees, we have half a year of even more visibility and noise. Our fear is that with the 4-6' rise, we'll have no privacy at all and the noise will only worsen. The increased elevation will also have headlights shining in our windows from westbound traffic coming over the neighborhood connector.

NOISE

We recently had Charlie Hood from NH DOT come out (August 2006) to monitor the noise levels. This was done at 1st floor level. The method used by the DOT for measuring the sound takes an average of sound levels over a period of time, never actually taking into account the individual peaks. This obviously won't have any bearing on the noise levels after the project is completed, as the increased elevation of the highway will make the sounds more pronounced.

It is our understanding that: 1) due to the low number of properties impacted by the increased noise, the State DOT plans for no sound barrier on our road, and no guarantee that they will do anything about it; 2) there is a set amount of funds for sound barriers based on the number of properties impacted; and 3) there are no funds built into the project for future noise problems.

DRAINAGE

The present situation created by the Rt. 4 Scammel Bridge project, as I mentioned before, is an improperly pitched drainage ditch beside the highway, behind the fence, where a culvert was built at the rear of the sewer pumping station, to carry off a large portion of the runoff. We have, in the past, made calls to request a remedy for this, but no action was ever taken. There is standing water in the ditch from early spring till mid summer. The enclosed photos of the culvert show how the bushes, brush and weeds over run the culvert area. The only maintenance work performed in the drainage ditch and culvert are performed by us, nothing at all by the DOT or City of Dover. We clean it out every spring to try to reduce the standing water and the mosquito problems that accompany it.

The area our house is located in is in the shape of a basin, with a layer of clay 3' below the surface, the perfect swimming pool. As I stated previously, we have 2 sump pumps and a dehumidifier running 24/7 in our basement as an attempt to keep it as dry as possible.

MAINTENANCE

This seems a good time to mention the maintenance, or lack of, taken on the previous project (Rt. 4 Scammell & Little Bay bridges). As addressed above, the drainage ditches and culverts are not maintained at all. The Scammell bridge sidewalks are so overgrown with weeds, that at times we have had to walk single file on the sidewalk pushing aside weeds to pass. The litter on the bridge and in the parking lots is disgusting. Would it be

possible for the City of Dover or Madbury put in garbage cans to help eliminate the litter issue? It works well up the road at Hilton Park.

REQUESTS FOR PROBLEMS

1) *Build a sound barrier fence of sufficient height as to obscure view of highway and help diffuse the sound of traffic. This option was also supported by Frank O'Callahan when our situation was discussed with him at the meeting 9/21/06.*

2) *Properly pitch the drainage ditch, ¼" per foot minimum.*

3) *If for any reason the trees behind existing fence are removed, replace with mature evergreen arborvitaes at least 12' in height. Placement of these to be put in same proximity (no more than 10') of trees removed. Or, stagger 2 rows of 12' arborvitaes approximately 8' apart to beautify roadside as well.*

4) *DOT can purchase the property at Fair Market Value.*

Thanking you in advance for all your time and consideration, and our apologies for the lengthiness of this letter, but felt it imperative that all our concerns regarding this project go on record at this time. We look forward to hearing from you.

Sincerely,

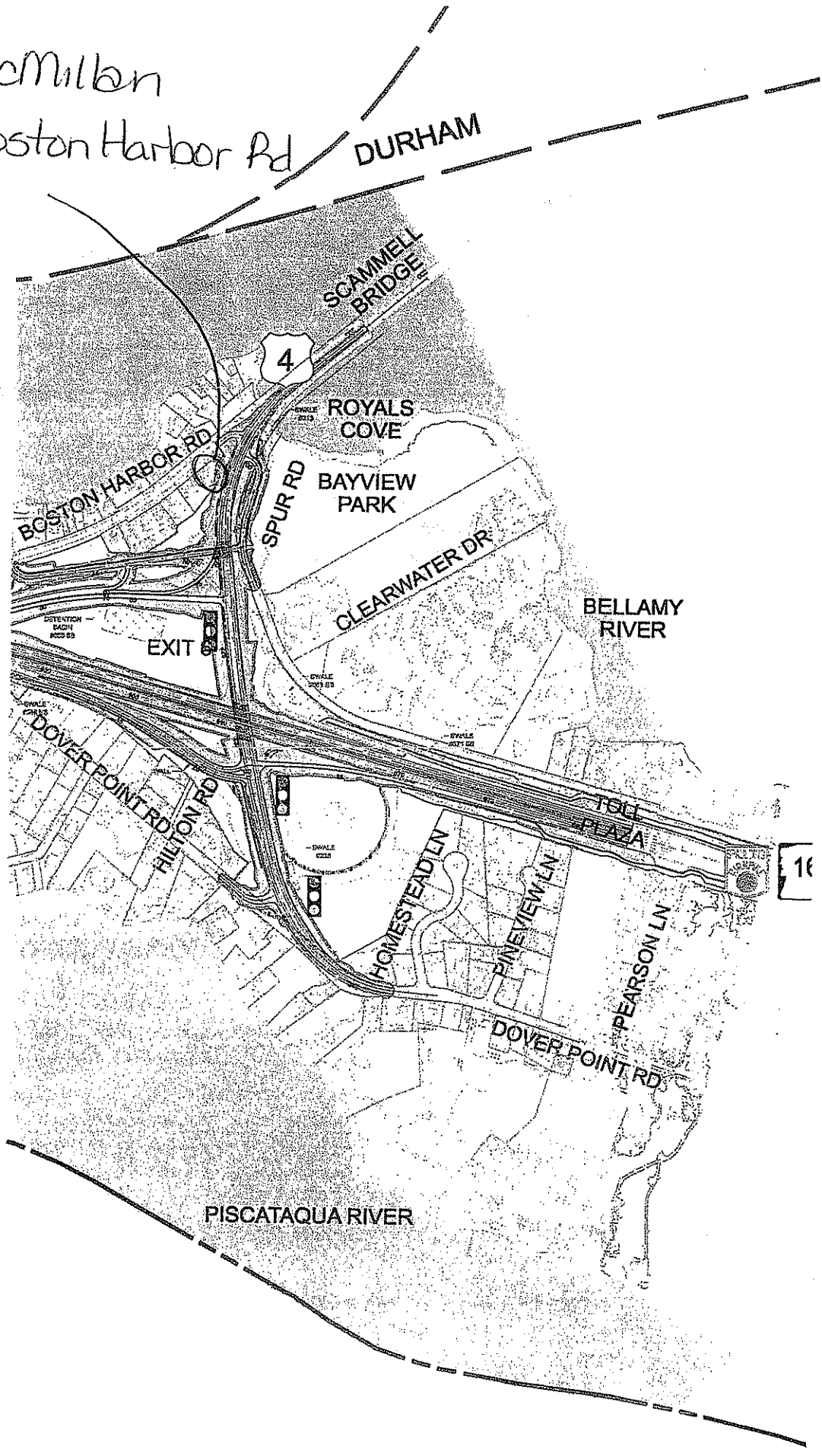
Jan K MacMillan

Jan K. MacMillan
Gordon S. Smith

14 Boston Harbor Rd
Dover, NH 03820
603 / 742-5508

Enclosures

MacMillan
14 Boston Harbor Rd



Vehicle visability over 10' fence

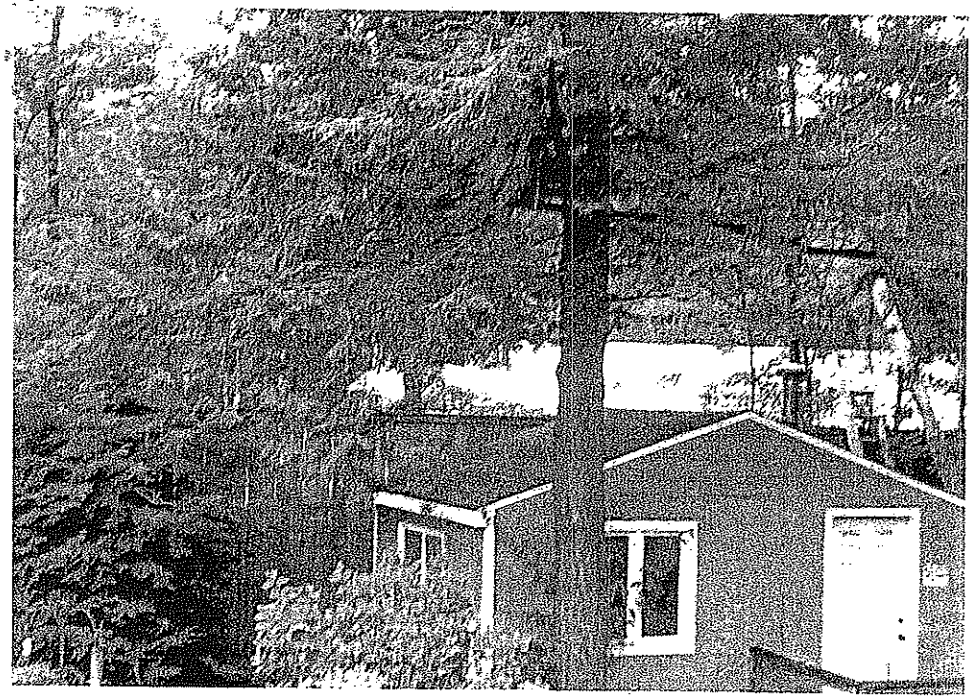
Road visability over 10' fence

1st Floor sunroom
Red truck visability over 10' fence.

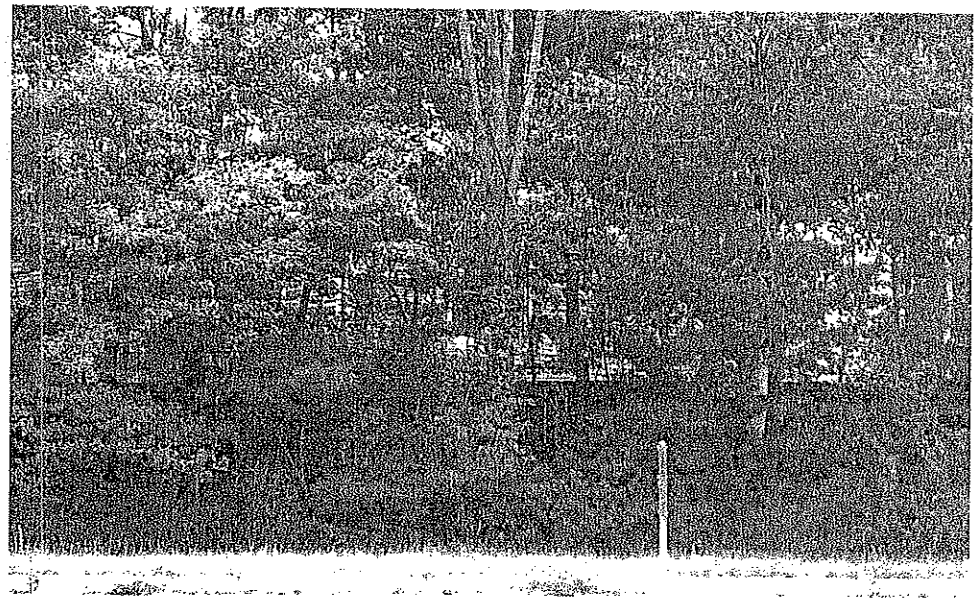
From 2nd Floor Bedroom
Entire vehicle seen over 10' fence.

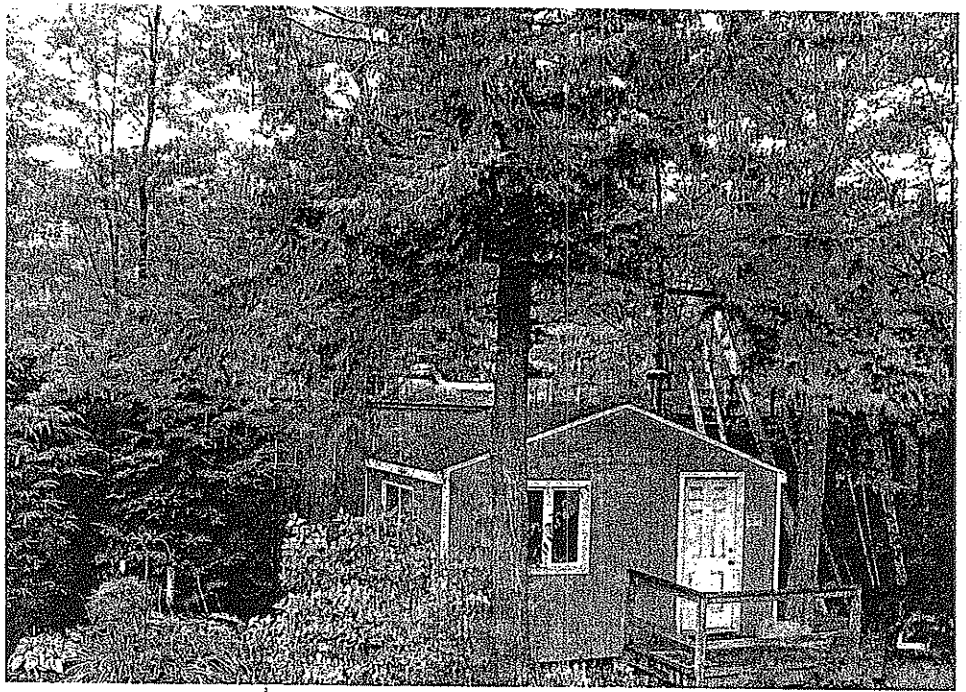
Pictures taken Sept, 2006

White truck visible over 10' fence

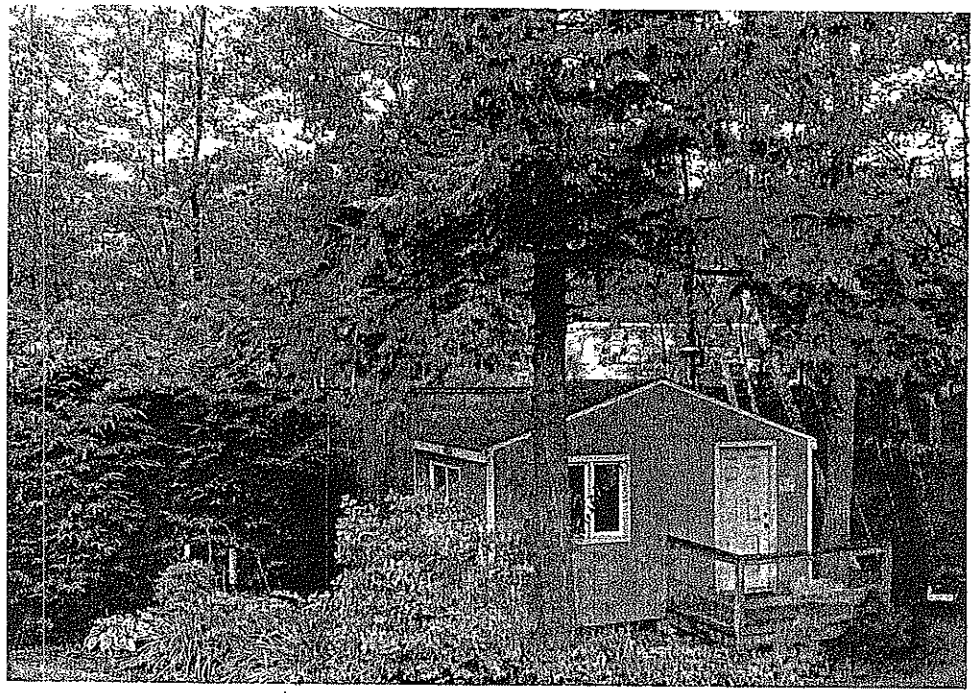


Looking at 10' fence & back of house



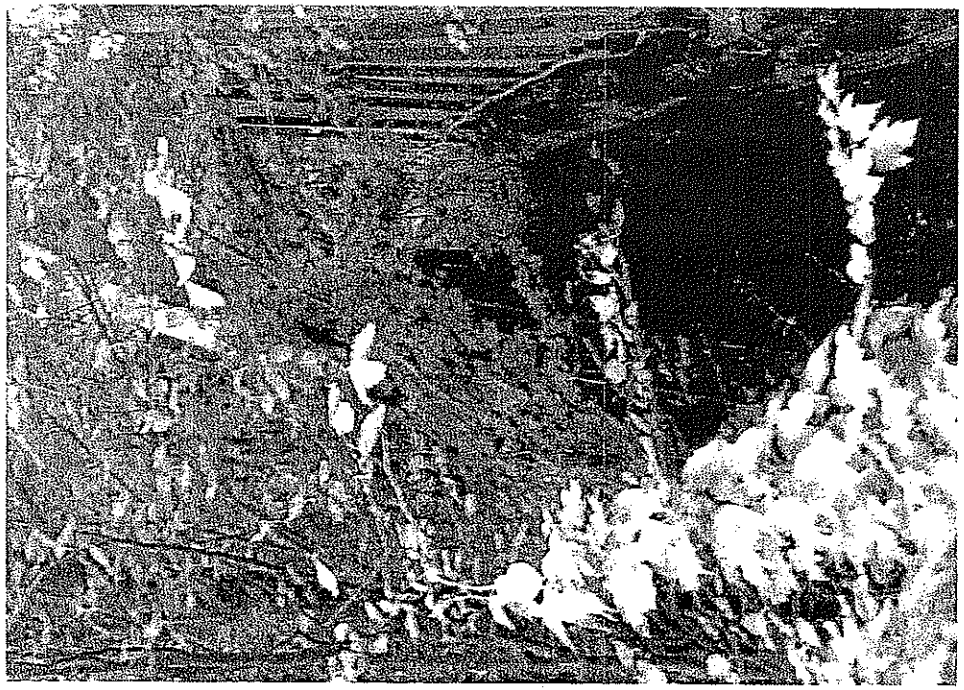


From 1st Floor
Truck visible over 10' fence

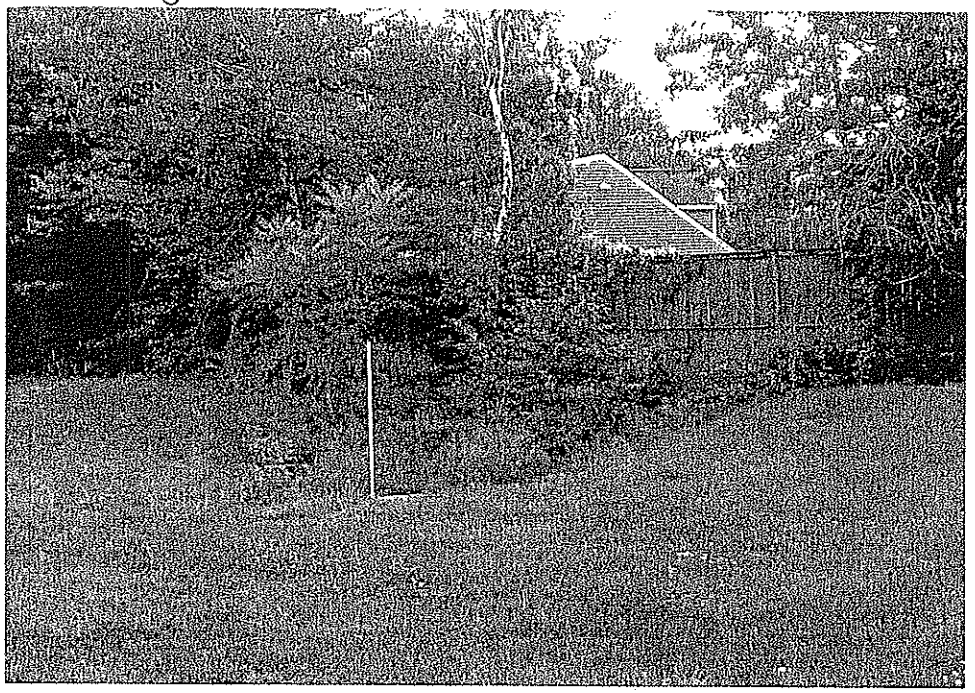


From 1st Floor

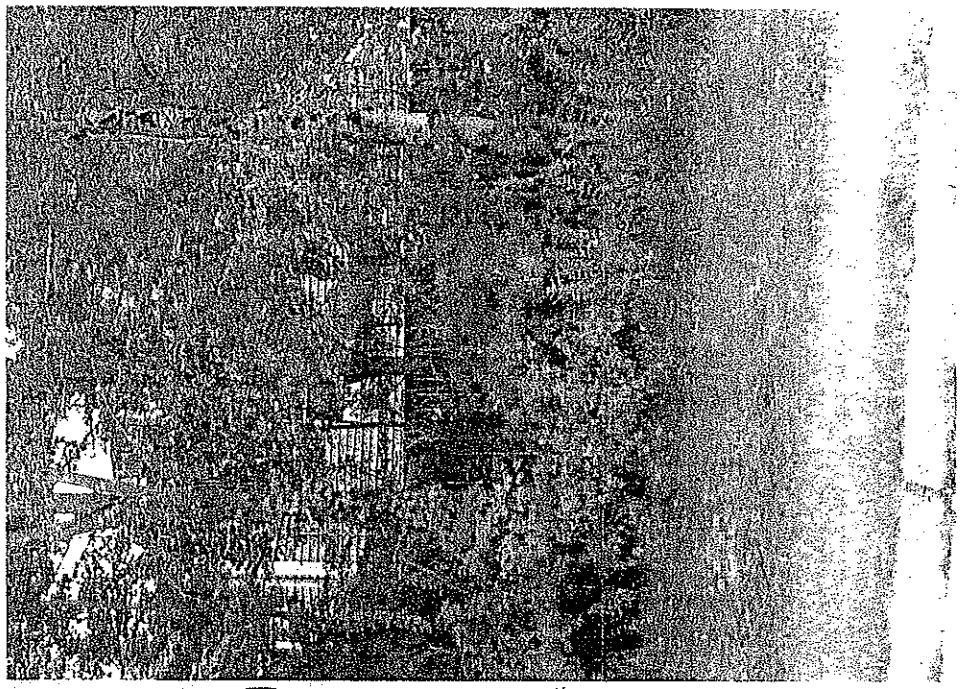
Pictures taken Sept. 2006



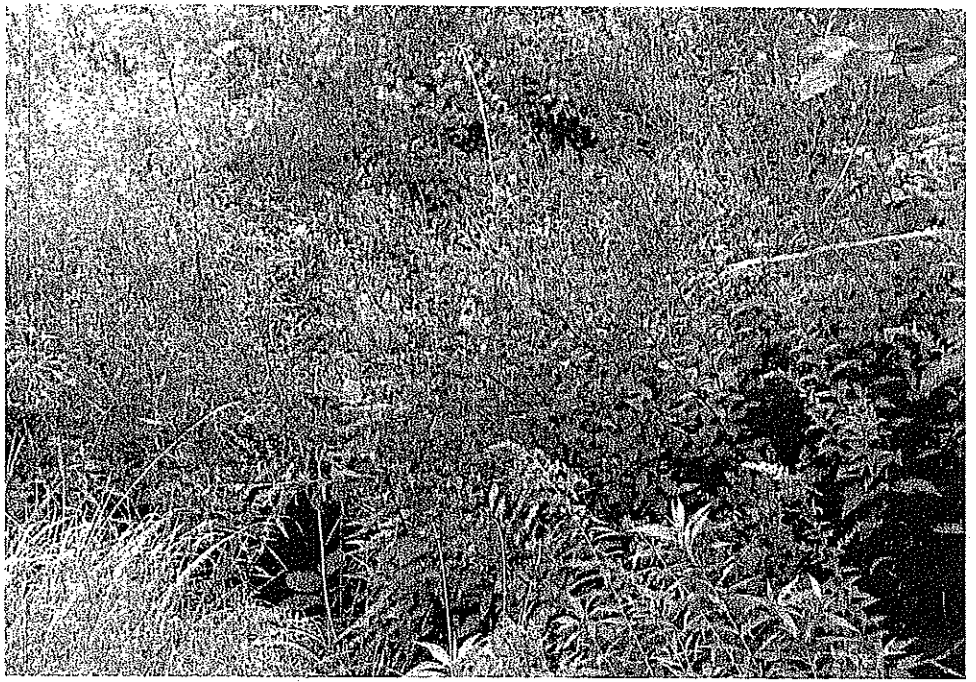
behind 10' fence



overgrown culvert (10' fence, house)



From Rt. 4
View of 10' fence, house



Close up of overgrown culvert

Property of Cyn, 2006

RECEIVED
COMMISSIONERS OFFICE
SEP 27 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 25, 2006

NHDOT
POBox 483
Concord, NH 03302-0483 JAM 9/27/06
Attn: James A. Moore

Mr. Moore,
I was apprised of your August 21, 2006 hearing today by a friend on Dover point some 4 days after it took place.

Since I too live on Dover point, and on Dover Point Road, and will be most certainly impacted by the traffic and noise during and resulting from the project, I was very interested to discover why I had not received the required certified mail notification.

I spoke with Christopher Waszczuk, Project Manager in which I voiced my concerns regarding both traffic and noise and the lack of notification. I was told that I could provide my comments in writing for inclusion in the transcript and future communications to people impacted by the proposal. That is the purpose of this letter. Pardon me if there is any redundancy since I didn't partake in the meeting!

My concern is the increase in both traffic and noise resulting from this project. I understand that the exit to Hilton Park, Exit 5 is to be closed and the traffic rerouted in front of my home on Dover Point Road. This will mean all the partiers, fisherman, and boaters will be entering and exiting the park via Dover Point Road at all times of day and night but especially on summer weekends. If traffic surveys were taken, I would suggest they are invalid unless taken at these peak periods.

Traffic noise at present is objectionable. Additional traffic on both Dover Point Road and the Spalding turnpike will be intolerable without noise control. The noise affecting property owners is not simply perpendicular or at a slight angle from perpendicular to vehicle traffic, it is a function of a combination of line of sight and physical barriers to the source. The majority of the highway noise emanates from either tires or vehicle exhausts. Both these sources are relatively low to the ground and easily blocked with barriers. However the noise from traffic on the bridge itself travels in all directions and is annoying from a considerable distance since the sides of the span are open and no sound mitigation is present. Again, traffic at peak times of morning and evening rushes and particularly Friday summer weeknights, Saturdays, and Sundays produces more objectionable noise. If noise surveys were taken, I would suggest they are invalid unless taken at these peak periods.

The fact that my notification for these meetings was not delivered is unacceptable. The records show that the package was returned and remailed (to the same address). The delivery address was an apartment on Middle Road. I have never lived there, never lived in an apartment anywhere, nor do I even know where Middle Road is!

In a city and state where I have a listed phone number, receive my tax and water bills at the physical property address, have a valid New Hampshire drivers license, and have up to 5 vehicles registered at that same address, I find it unbelievable that you couldn't find me!

I would like to formally request a transcription of the meeting or complete minutes if they are available. Please respond to my comments and include me and my wife in all future correspondence

James E. Yeames
409 Dover Point Road
Dover, NH 03820

Cc: Diana Yeames

Date: September 26, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

RECEIVED
COMMISSIONERS OFFICE
SEP 27 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Attention: Chairman of the Special Committee
% James A Moore JAM 9/27/06
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

See attached.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: _____

Name: Francis X. Bruton, Esquire
(Please Print)

Address: McNeill, Taylor & Gallo, P.A.
P.O. Box 815, 180 Locust Street
Dover, New Hampshire 03821-0815

Phone: # (603) 749-5535

NH DOT Project Parcel # Newington-Dover NHS-027-1(037), 11238

MALCOLM R. McNEILL, JR.
R. PETER TAYLOR*
ROBERT J. GALLO**
FRANCIS X. BRUTON, III †
STEPHEN H. ROBERTS
WILLIAM L. TANGUAY
SIMONE D. MASSE*
ROBERT L. HERMANN, JR.†

OF COUNSEL
LYNNE M. DENNIS*

*also admitted in Maine
**also admitted in Maine and Mass.
†also admitted in Mass.

McNeill Taylor & Gallo P.A.
ATTORNEYS AT LAW

Hale Schoolhouse
180 Locust Street
P.O. Box 815
Dover, NH 03821

TEL (603) 749-5535
FAX (603) 749-1187

September 26, 2006

Chairman of the Special Committee
C/O James A. Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

RE: Newington – Dover NHS-027-1(037), 11238
Public Hearing
St. Thomas Aquinas School
197 Dover Point Road

Dear Members of the Special Committee:

Please be advised that this office represents Cumberland Farms, Inc., the owner of the property that operates the Exxon station, located in Newington, New Hampshire, and located just adjacent to Exit 4 off of the Spaulding Turnpike (NH Route 16). As you may be aware, this gasoline station is directly affected by the project being proposed by the New Hampshire Department of Transportation with respect to the upgrade of the Spaulding Turnpike, within the City of Dover and the Town of Newington.

As you know, the Department of Transportation has defined its "Preferred Alternative," which, with respect to this property, is comprised of Newington Alternative 13. As set forth in the Draft Environmental Impact Statement, the Department of Transportation recognizes that Alternative 13 would impact the gasoline station owned by our client. As you may be aware, there currently exists direct access to this gasoline station from Spaulding Turnpike with direct access into the gas station and direct gas station out of the gas station right onto the highway.

As set forth within Alternative 13, and as identified on page 4-25 of the "Environmental Consequences" portion of the Draft Environmental Impact Statement, a copy of which is attached hereto, the Department of Transportation has attempted to address the concerns of our clients by providing a newly constructed access road adjacent to and south of the Exxon Mobil facility. While our clients agree that adding the access road is helpful, they cannot completely agree with the statement made within the Draft Environmental Impact Statement which indicates

that with the addition of said access road "therefore, there would be no anticipated negative impacts for this business related to this change in travel patterns..." Rather, it is the belief of our client that, in fact, the business will suffer negative impacts with respect to a lack of direct access onto the highway.

As you may be aware, the current plans involve having Exit 4 empty into an exit ramp that would end with a traffic light at the intersection of the exit ramp and Shattuck Way. At this point, patrons of the gas station would take a left turn at the stoplight and go behind the gas station in order to get into the gas station. Similarly, in order to get back onto the highway, patrons would have to go back on the access road, behind the gas station, and up to the stoplight. Thereafter, the patrons would be able to take a right hand turn onto the entrance ramp of the highway and proceed onto the highway. Although it is understood by our client that direct access into the gas station may be problematic, in light of the creation of a median within the exit ramp, it is believed that direct access onto the entrance ramp, back onto the highway, is possible. As you may be aware, or as you can plainly see, the site lines with respect to those that would be exiting the gas station facility, and entering the entrance ramp to the highway are not compromised at all. In addition, it is presumed that, with the addition of the traffic light, traffic entering onto the highway will be a controlled, in terms of speed and timing. Therefore, it is difficult for our client to understand why a direct access for exiting from the station onto the entrance ramp to the highway could not be provided. Obviously, providing a direct access way onto the entrance ramp of the highway would involve minute design changes to the Preferred Alternative, as presented at the public hearing on September 21, 2006.

We ask that the Special Committee and the Department of Transportation take note of our client's concerns, and make an effort to consider creating a direct access way onto the entrance ramp of the highway within this Exit 4 interchange.

Should you require any additional information, our clients are ready and willing to provide any such further input. Thank you kindly for your assistance with respect to the above.

Sincerely,

Francis X. Bruton
E-mail: Bruton@mcneill-law.com

FXB/mac
Enclosure

cc: Cumberland Farms, Inc.
Chris Waszczuk, Project Manager, New Hampshire Department of Transportation

be traffic-dependent. The only exception to this is the gas station/convenience store located at the intersection of Nimble Hill Road and the southbound lanes of the Turnpike. This establishment currently has direct access to and from the Turnpike. The proposed alternative would maintain the southbound Exit from the Turnpike at Exit 4, but require a more circuitous route to return to the Turnpike *via* a new connector road to Exit 3. Since gas stations tend to be more reliant on pass-by traffic for a greater percentage of their revenues, the proposed change in travel patterns could result in reduced revenues for this business. However, maintaining the southbound Exit at Nimble Hill Road will help to minimize potentially greater impacts that might otherwise be expected to occur if this access point was totally eliminated.

Alternative 12A

The potential impacts to businesses associated with this alternative would not be expected to vary in any substantial way from those discussed under Alternative 10A.

Alternative 13

Alternative 13 would be expected to have essentially the same potential impacts to area businesses as those described for Alternative 10A. The only notable difference is related to the gas station/convenience store located at Nimble Hill Road and Exit 4. Alternative 13 eliminates direct access to the Turnpike. However, this alternative maintains access to the southbound on and off ramps *via* a newly constructed access road adjacent to and south of the ExxonMobil facility. Therefore, there would be no anticipated negative impacts for this business related to changes in travel patterns, as discussed under Alternative 10A above.

Alternative 2

The Dover Point portion of the project area contains approximately seven commercial establishments with an estimated 30,000 square feet of building space. Generally, these businesses are not classified as traffic-dependent in that they do not rely on pass-by traffic for a substantial percentage of their sales. Although there is a restaurant located on Dover Point Road, which is typically classified as traffic-dependent, its current visibility or access will not be affected by the proposed alternative. In fact, the proposed alternative's reconfiguration of Exit ramps and other connecting roadways are not expected to have any localized secondary impacts to businesses located in this portion of the project area.

Alternative 3

The differences in configuration between Alternatives 2 and 3 are inconsequential with regard to potential impacts on area businesses. Therefore, as noted in the previous section, no localized secondary impacts are expected to businesses in this portion of the project area.

The Town of Newington
New Hampshire
Incorporated 1764

PLANNING
BOARD

September 26, 2006

RECEIVED
COMMISSIONER'S OFFICE
OCT 02 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Jam 10/2/06

James A. Moore, Director of Project Development
NH Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

RE: Draft EIS on Newington-Dover, NHS-027-1(37), 11238

Dear Mr. Moore:

Turnpike Alternatives 10A, 12A & 13 were examined by the Newington Board of Selectmen, the Planning Board, and the Conservation Commission. We are writing to inform you that Alternative 13 best meets our criteria for turnpike design. We endorse Alternative 13 with the understanding that some design elements are to be further refined.

The elevation of the future turnpike is the issue of greatest concern to us. A depressed turnpike such as that exemplified by Alternative 13 would have a moderate acoustical impact on our residential district. An elevated turnpike as proposed in Alternatives 10A & 12A would have a severe impact on our residents. We reiterate our request of July 26, 2005 and October 18, 2005 that you reject plans that call for an elevated turnpike.

We have several other comments on your draft Environmental Impact Statement (EIS) dated July 2006:

Noise: We noted that the plans suggest that extensive acoustical mitigation measures are warranted in Dover, but not in Newington. We disagree with that assessment, and request that you take measures to mitigate the noise impact on Newington residents. We further recommend the utilization of pavement that would reduce the acoustical impact to turnpike neighbors.

Cross-Connectivity: In some respects, the proposed turnpike expansion could become a massive barrier that bisects our community. It is essential that every option to breach the barrier is implemented so that motorists, bicyclists, and pedestrians may freely pass over or under the turnpike. Such connectivity has been achieved at Exit 1 and at Exit 4, but nowhere in between. We request that you revise the design for Exit 3 so as to offer safe and convenient passage for bicyclists and pedestrians.

Woodbury Avenue Sidewalks: We noted that Alternative 13 would upgrade and expand Woodbury Avenue as far south as Fox Run Road. Sidewalks on both sides of Woodbury should be incorporated into the plans due to the volume of pedestrians and the unsafe conditions that characterize this corridor.

Arboretum Drive is a lightly-traveled rural road. It serves as a key link in the only bicycle/pedestrian route that connects Portsmouth with Strafford County. The redevelopment of Arboretum Drive should have dedicated bike lanes and sidewalks in order to provide a high level of safety.

Alternatives: One alternative that the EIS fails to mention is the construction of housing at the Pease Tradeport. Housing situated close to the workplace would alleviate traffic congestion at the Little Bay Bridge. In fact, it can be argued that much of the present congestion was caused by a reduction in housing stock in eastern Rockingham County.

Wetland Mitigation: We oppose utilizing the drive-in theater property for wetland mitigation. These 16 acres would be better utilized for job-creating office or industrial development. There are other more worthy candidates for wetland mitigation in Newington. We concur with wetlands scientist Mark West's comments submitted to NH DOT in regards to wetland mitigation.

Railway Brook: Please refer to this waterway as Flagstone's Ditch or Flagstone's Brook. We are unsure as to where NH DOT acquired the term "Railway Brook", but it is not a term that is recognized in Newington.

Stormwater Drainge: We concur with the comments submitted by Justin Richardson and urge you to adopt a design that solves that stormwater discharge problems he has identified.

We would be pleased to elaborate further on these comments. Thank you for your consideration.

Yours truly,

John O'Reilly, Chair
Board of Selectmen

Denis Hebert, Vice Chair
Planning Board

Words 344 in Dover

9/27/06

26

Proposed 'Preferred Alternative' Alternative

By
Caren Curti Peloso, Honorable Jeff Hollinger, David Scott

1. **The existing afternoon traffic congestion is on the Newington side of the bridge.** This is evidenced by the smooth flow that resumes upon entering the bridge, barring a bridge breakdown/accident or holiday back-up from the Dover Toll Booth. The problem in Newington is that there are too many merges onto the turnpike and once traffic has queued to the two-lane bridge approach the back-up ceases to exist. The Preferred Alternative plan moves the problem from Newington to Dover Point.

2. **There are an excessive number of vehicles traveling Dover Point Road and Rt. 4 in the morning and afternoon that use these routes in order to avoid the Dover Toll.**

3. **Placing two traffic signals on Dover Point Road for Route 4 and Dover Point Rd. access will result in traffic back-ups on Dover Point Rd and the Spaulding Turnpike.** During the recent construction of a gas line on Dover Point Road, brief stopping of one lane of traffic resulted in long lines of backed up vehicles.

4. **Traffic lights on Dover Point Road will place a burden on Spur Road and Boston Harbor Road.** As people discover that these roads can be used to avoid traffic congestion and backups, they will become more heavily traveled. Spur Road, until it's reconfiguration to allow access to Route 4, was a 1 ½ lane residential back road that many enjoyed for quiet and safe recreational use. Boston Harbor Road has many residences sandwiched between the Route 4 access and the Spaulding turnpike and is the south-bound access to Hilton Park.

5. **An 8 lane highway running through historic Hilton Park and some of the highest taxed properties in Dover will ruin the character of one of Dover's significant natural resources.**

It is our contention that possible solutions to the traffic problems should include:

1. Making the proposed fixes in Newington.

2. Widening the bridge to three lanes.

3. **Moving the Dover toll booth to the Somersworth exit 9 area, consolidating it with the Rochester toll and increasing the toll. This move allows three additional exits both east and west before encountering the toll booth. More commuter traffic staying on the Spaulding Turnpike would alleviate traffic congestion on Route 4 and Dover Point Road, making much of the proposed Dover Point changes unnecessary, saving the state millions of dollars, and preserving the beauty of Dover Point.**

4. We would further recommend that if any of the proposed changes at Route 4 are implemented, Spur Road become a dead-end road at that intersection.

COAST
Cooperative Alliance for Seacoast Transportation

September 27, 2006

Mr. Christopher Waszczuk, PE
Project Manager
New Hampshire Department of Transportation
John O. Morton Building
P.O. Box 483
Hazen Drive
Concord, NH 03302-0483

Dear Chris:

As the Seacoast's regional public transit system we believe that expanded regional public transit is an essential part of the Spaulding Turnpike improvements between Dover and Newington. An efficient and convenient system for moving people by means other than the single occupant vehicle is fundamental to the continued smart growth of the region.

The inclusion of preferred bus alternatives 1, 2 and 3 is encouraging. We are concerned however, that the methodologies and assumptions applied have had the effect of minimizing transit ridership projections, thereby undervaluing public transit as an alternative. We believe realistic and accurate analyses will show the true value of the preferred bus alternatives as mitigation measures and substantiate support for their long-term funding.

To expand upon this a little further - could you please provide insight into why NCHRP Report 187 (published by TRB in 1978) was used for the methodology to project bus and rail transit ridership? Were you aware that an update to this 1978 Report was published as Report 365 in 1998? Were you aware that in a recently published NCHRP Proposed Problem Statement (which subsequently resulted in a NCHRP Research Project Statement [Project 8-61, FY07]) Reports 187 & 365 were referred to as *"in dire need of being updated to reflect the planning needs of today and the next 10 years?"* The data sources from which Report 187, let alone 365, were built have been replaced (in some cases many times over). Quantum leaps in terms of the data available for transportation planning have occurred. We do not believe that using these Reports as the methodology for determining bus and rail transit ridership for any current project, or a project with a design year of 2025, is valid. The projections should be reexamined and recalculated where necessary.

42 Sumner Drive • Dover, NH 03820 • 603-743-5777 • Fax 603-743-5786
www.coastbus.org

RECEIVED
COMMISSIONERS OFFICE
SEP 29 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

September 27, 2006

James A. Moore JAM 9/29/06
Director of Project Development
The State of New Hampshire Department of Transportation
PO Box 483
Concord, NH 03302-0483

Dear Mr. Moore,

Please include this letter as part of the official record pertaining to the public hearing which took place on September 21, 2006 regarding the proposed improvements to the Spaulding Turnpike and the Little Bay Bridge.

I am writing to you today as the owner of K9 Kaos, LLC which is one of the businesses that will be impacted from the upcoming changes to the Spaulding Turnpike. K9 Kaos is the sole tenant of the property just north of the Little Bay Bridge at 430 Dover Point Road, Dover, NH. As suggested in the preferred revision of the plans, my business will be significantly impacted.

It is certain that the barn on the property will be removed and we will also lose the portion of the land just after the barn, all of which is rented by K9 Kaos from the property owner, Fast Dogs Realty LLC. While it may not seem like much to most other businesses, but to a thriving dog daycare, land use and commercial grade stockade fencing is our number one asset. The barn currently provides us storage but its future use was for an indoor facility that would have included training programs and indoor daycare for inclement weather. Our fenced in yards provide 90% of our business income. It is important for you to realize that the amount of land available to us is an extremely important factor for our decision to stay on this property as it determines our dog daycare capacity.

Our current location is perfect for a dog daycare because there are not many residential neighbors, the noise of the dogs barking is somewhat drowned out by the existing noise of the traffic and the exposure on the highway has been key for our growth. Now that it has been determined that the sound barrier walls will be part of this project I am concerned because all of the above reasons for being here are eliminated. The sound barriers will create a quieter community which will mean that the dogs barking outside could become a problem for the residents. The sound barrier walls will also eliminate 100% of our current exposure. This will cause K9 Kaos a substantial increase in marketing and advertising expenses that we do not have today. Our signage on the Spaulding Turnpike currently accounts for approximately 95% of our new business. Our signage and our dog yards, which are easily viewable from the turnpike, have been our only advertising. As you know, we reach approximately 60,000 viewers per day with drive-by traffic. It will be financially impossible for K9 Kaos to recoup that exposure in advertising once the sound barrier walls are in place.

K9 Kaos 430 Dover Point Road, Dover, NH 03820
Ph. 603-743-DOGS - Fax. 603-743-3648 - info@k9kaos.com - www.k9kaos.com

I am considerably concerned about the timing of the project with regards to K9 Kaos. I am unable to get a clear timetable from the right of way group. While they have been extremely helpful and forthcoming, they are unable to tell me how long I actually have to make the decision to stay or if the decision is made to move, exactly how long I have to find a new location and move. It all seems very unclear at this time.

Since relocation is a strong consideration, I will keep my eyes open for suitable properties to move to and will work with the right of way group should I find something. I would also like to ask the State to review their plans closely as there may be a piece of land that would work perfectly for my type of business. There are so many changes taking place around exit 6 with ramps changing and moving, I can't help but wonder if a parcel of land would emerge as a perfect new location for K9 Kaos. I am very interested in staying in Dover, NH and on the Spaulding Turnpike, however, I would consider moving to the Newington, NH side of the Little Bay Bridge as well. I would be grateful if you would present any State owned land opportunities to me as a potential new home for my business.

I realize that K9 Kaos is a very small business in the grand scheme of this project. I do employ five New Hampshire residents and over 500 seacoast residents have been served by our company. K9 Kaos is an important part of this community and I hope that the State of New Hampshire will do everything they can to help us with a smooth transition that will keep the doors of K9 Kaos open for a long time to come.

I can be reached at 603-743-3647 or by email at anne@k9kaos.com to discuss this further. I thank you in advance for your time and your assistance.

Sincerely,

Anne Buckley
Owner, K9 Kaos, LLC.

K9 Kaos 430 Dover Point Road, Dover, NH 03820
Ph. 603-743-DOGS - Fax. 603-743-3648 - info@k9kaos.com - www.k9kaos.com

David Scott
220 Back Road - Dover, NH 03820
Phone 603 750 5007, Fax 603 750 5081
E Mail: Inter6@comcast.net

September 28, 2006

Mr. James A Moore JAM 10/2/06
Director of Project Development
State of New Hampshire Department of Transportation
PO Box 483
Concord, NH 03302

CC: Executive Councilor Chairperson Ruth Griffin
Executive Councilor Raymond Wieczorek
Executive Councilor Peter J. Spaulding

Subject: The necessity of the $200 million project
Expansion of the bridge and highway at Hilton Point

Dear Mr. Moore and members of the Executive Council:

Before impacting negatively the quality of life and value of real estate of the over 100 residents living in the Dover Point, Boston Harbor, and Spur road area of Dover, by expanding a major highway from 4 lanes to 8 lanes, I suggest we have a study and test of the traffic flow by removing the Dover toll for a number of months to see what happens to the traffic flow.

When I drive to Boston during the morning rush hour the traffic from Dover getting onto the bridge is bad. I had always thought the bottleneck was the 4 lane highway of the bridge that should be expanded.

But now I realize that the problem is caused by heavy merging traffic coming from route 4 and Dover Point Road. Once over the bridge and past the gas station the traffic goes smoothly. It looks like the Newington section of the new design solves that problem.

I believe the problem of the bottleneck on the Dover side of the bridge comes largely because people from Barrington, Madbury, Somerworth, Dover, Rochester and Berwick Maine are not taking the Spaulding turnpike to avoid paying the Dover toll. Consequently there is a stream of traffic that could get on the Spaulding upstream. Rather than all funneling through a narrow neck at exit 6 this traffic could be spread out entering in exits 7, 8 and 9. By eliminating the Dover toll the traffic now piling up in exit 6 would be spread over 4 rather than one entrance. If the tolls were removed drivers coming from

a) South Rochester, North Dover, Somersworth and Berwick Maine would enter the Spaulding at exit 9

b) Barrington, Madbury and northwest Dover would get on the Spaulding Turnpike at exit 8,

c) those living in Dover Center and half way between exits 6 and 7 would get on the turnpike at exit 7,

d) those in south Dover would get on the Spaulding as I do at Exit 6.

It seems that without the tolls there would be approximately 75% of the traffic trying to avoid tolls would be spread out on 4 exits and would reduce the bottleneck at exit 6 by a substantial percentage.

I suggest we have a three month test to let drivers go through the Dover tolls without paying to see to what extent the Dover Toll Booth effects the bottleneck entering the Spaulding turnpike at exit 6 and how much congestion this change alleviates.

With a well publicized three month study we could verify how much of the bottleneck is removed and what the impact on the loss of toll revenue might be.

If the revenue change is major the Rochester toll amount could be increased. It is my opinion that much of the toll traffic is paid by tourists going to the mountain and lakes area in both summer and winter.

If this 3 month test provides positive results it may be that the expansion of the bridge could be put off for 10 years, bearing in mind that the New Hampshire population is expected to increase by about 1.2% per year and the traffic would be expected to follow the population increase.

A five year delay in starting this $200 million project would have an interest savings at 5% interest $10 million per year or $50 million over the five year period.

But apart from the tangible savings the main benefit would be for all of the people living along Spur Road, Boston Harbor Road and Dover Point road who are concerned about the degradation of their property and quality of life with an eight lane highway going through their immediate neighborhood.

Without cars stopping at the Dover toll booth the stopping and startup of traffic would generate less noise.

Many of my constituents in ward 3 living upon or near the Spaulding turnpike have called me since the hearing indicating they are very concerned about the quality of life issue. They were either unable to come to the hearing or did come and were intimidated and discouraged by the "request to speak" to speak up.

I hope you will consider this suggestion to have at least a three month test to verify if removal of the Dover tolls would cause a major part of the traffic bottleneck to evaporate.

Sincerely Yours,

David Scott

David Scott - Dover Ward three City Councilor

Newington Fire & Rescue

80 Fox Point Road
Newington, NH 03801

Chief
Roy L. Greenleaf III

Asst. Chief
Dennis P. Cote

Office 603-436-9441

Fax 603-430-2007

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September 28, 2006

James A. Moore, Director of Project Development JAM 10/2/06
NH Department of Transportation
PO Box 483
Concord, NH 03302-0483

RE: Draft EIS on Newington-Dover, NHS-027-1(37), 11238

Dear Mr. Moore:

After reviewing the plans for the favorable Turnpike Alternative 13, we have some concerns regarding the impact of the services to the current businesses and potential businesses as frequently brought to light in EIS Volumes 1, 2 and 3. more specifically the 16 acre former Drive-in Theatre parcel.

With the goal to alleviate the traffic flow and promote future development, it is imperative to reestablish the services that were utilized when the Drive-in was in operation. Determining the location and upgrading the previous utilities in that location needs to be accomplished to support the goals of the project.

We have several other comments that need to be addressed that did not appear in the EIS Volumes 1, 2 and 3. They were not in any part of the ATF discussions:

Woodbury Ave Widening: The widening of road just north of the intersection would require the movement of utilities such as hydrants, telephone, electricity and municipal fire alarm system.

Exit 3 Intersection: Although it appears to be a favorable design, the Maritime Pipeline operating at 1600psi is below this project. The design plan does not show pipeline which originates on the shore line parallel to Patterson Lane and then continues under the current Spaulding Turnpike. It turns slightly southeast towards Arboretum Drive then continues parallel to Arboretum Drive.

Arboretum Drive: With increased traffic for the Tradeport and the future business an increase in the hydrants down Arboretum Dr. needs to be addressed. Currently there is a 24" water main feeding the City of Portsmouth pumping station which is already established.

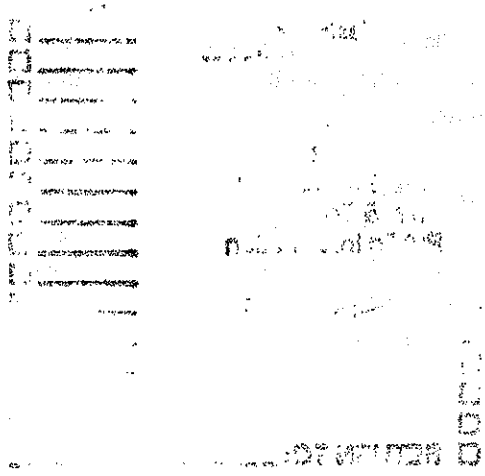
Exit 4 & Bridge: The hydrants and water main in the area of the bridge and exit 4 need to be evaluated to provide adequate fire protection for the residential homes in the area and also provide a backup water supply to the established business district along Shattuck Way.

We look forward to future discussions regarding the Alternative 13 plans. I am also requesting a copy of Alternative 13 printed in large scale for continued review. Thank you for your time and consideration.

Respectfully Submitted,

Roy Greenleaf
Fire Chief
Roy Greenleaf

Dennis P. Cote
Asst Chief
Dennis P. Cote



Granite State
Gas Transmission
A NiSource Company

Steven P. Burnley
Senior Engineer
Engineering Services

325 West Road
Portsmouth, NH 13801
(800) 542.0967
Fax: (603) 427.6839

September 28, 2006

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Peter J. Spaulding JAM 10/2/06
C/O James Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483
Concord NH 03302-0483

Re: Spaulding Turnpike Improvements, NHS-027-1(37), 11238

On September 21, 2006, representatives of Granite States Gas Transmission (Granite) attended a public hearing on the above referenced project. Granite owns and operates a predominantly eight inch high pressure interstate natural gas transmission line within the project limits. This line operates under the jurisdiction of the Federal Energy Regulatory Commission (FERC). As such, Granite's facilities are a public necessity serving local distribution companies (LDC) the energy needs of the region.

The project will have a significant impact on Granite. As an at-a-glance assessment, Granite will need to reroute and replace pipeline in 80 percent of the project's 3.5 mile limits. It appears that much of Granite's easements, rights-of-way, and the facilities contained therein will be displaced. Most notably, the expansion of the General Sullivan Bridge will render our existing 10-inch bridge crossing unserviceable, the retaining wall along Pomeroy Cove appears to be effectively coincident with the pipeline, numerous segments would be under the travel lanes of the turnpike, and a meter station to an LDC and a mainline valve setting will need to be relocated.

This will be a major project that potentially could cost between four and seven million dollars, depending on the final scope of work, and will require FERC approvals. It is assumed Granite's costs will be reimbursed through a combination of Federal and State dollars. It is impeditive that that Granite's continued operations and new facilities be integrated into the detailed design process of the turnpike.

As a starting point, our staff will attempt to coordinate with VHB to obtain a more accurate alignment of the new turnpike with our facilities overlaid to initiate new route and ROW planning along with development conceptual designs. On a project of this magnitude Granite will need between two to three years to acquire the needed permits.

Please advise what steps Granite must take to acquire funding and assure proper coordination.

Respectfully,

Steven Burnley
Senior Engineer

c: Christopher M. Waszczuk, PE (NH DOT)
Francis S. O'Callaghan, PE (VHB)
Joseph Kopalek (Granite)
Frank Callahan (Granite)
file

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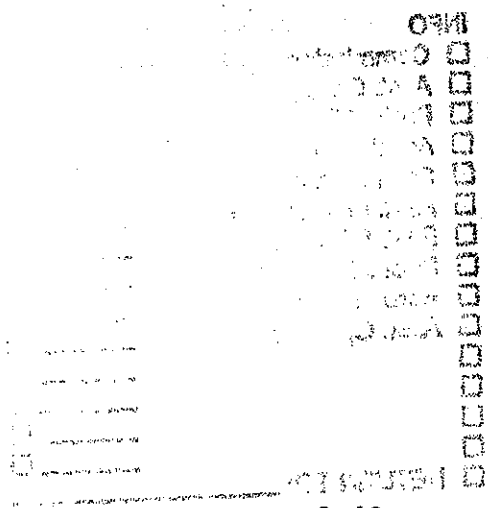

Brian M. Dubreuil
Fastdogs Realty, LLC
38 Drew Rd.
Dover, NH 03820

September 29, 2006

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James A. Moore JAM 10/2/06
Director of Project Development
The State of New Hampshire Department of Transportation
PO Box 483
Concord, NH 03302-0483

Dear Mr. Moore,

Please include this letter as part of the official record pertaining to the public hearing which took place on September 21, 2006 regarding the proposed improvements to the Spaulding Turnpike and the Little Bay Bridges.

Fastdogs Realty, LLC is the property owner of 430 Dover Point Road in Dover, NH. Fastdogs Realty, LLC consists of four (4) members, including myself, who serves as manager of the LLC. As such, I speak on behalf of the other three members in the matter contained in this letter. Our property will be impacted by the plans of the State of New Hampshire to widen the Spaulding Turnpike on the Dover side of the Little Bay Bridges.

The primary reason for Fastdogs to own this property is to lease the land and building to other businesses. Since December of 2003, the property has been leased to K9 Kaos, LLC, a business which provides dog daycare as well as other dog-related services. We understand from the current plans that only one of the structures (the barn house) and only part of the land owned by Fastdogs, will be affected in this project. The owner of K9 Kaos has serious concerns about the impact this project will have on her business. Her concerns are not only in regards to losing land and storage space, but also to losing valuable signage and other intangibles that the current property affords her. We believe that any other business owner would also have the same concerns. Therefore, Fastdogs is concerned that the proposed project may make our property less desirable to K9 Kaos or any other prospective businesses.

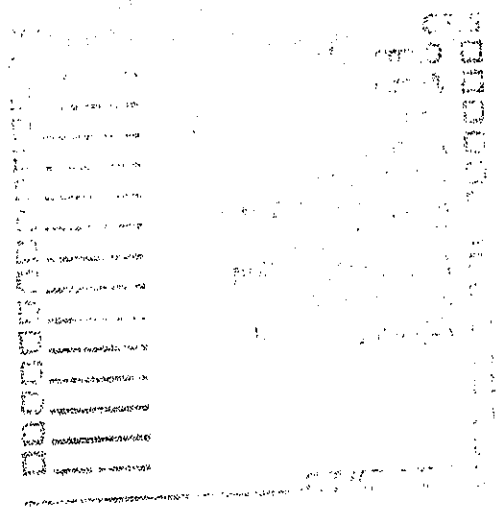
The members of Fastdogs Realty would like to request, that when the Right of Way group begins negotiations with us to acquire this property, they consider the option to puchase the entire property as well as the option of acquiring just a portion of the land. Although Fastdogs has not made a decision as to which option is preferable, at this time, we would like the Right of Way group be aware that both are possibilities from our perspective. Taking the entire plot of land may actually be preferable to Fastdogs, as this may make it easier to find an alternate location to purchase and continue its property leasing business.

I can be reached at 603-682-3430 or by email at gksand@comcast.net to discuss this further. I thank you in advance for your time and your assistance.

Sincerely,

Brian M Dubreuil

Brian M Dubreuil
Manager, Fastdogs Realty, LLC.



To: Mr James Moore Project Development September 29, 2006
NH Dept of Transportation PO Box 483
Concord, NH 03302

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From :Jerry Lynch
26 Lincoln Dover, NH 03820

Dear Mr. Moore: JM 10/2/06

Let's try an experiment and let people drive through the Dover tolls without paying. That would make a substantial reduction of backups and allow traffic to move more freely both on the Spaulding and through the center of Dover.

Such a move would reduce the heavy traffic that comes onto Dover Point Road and Central Avenue and through the Center of Dover, caused by a lot of people going to Berwick Maine and Somersworth that want to avoid paying the tolls. If there were no tolls they would get off and on the Spaulding at Exit 9. During the morning and afternoon rush hour Central Avenue and Dover Point Road are packed.

Would it not be a good idea to try an experiment for a few months to see how much reduction there would be in Traffic going through the center of Dover. This experiment may also reduce substantially the bottleneck of cars trying to get on the Spaulding at Hilton Point entrance, with the merging of traffic coming in from route 4 would be substantially reduced.

More traffic would already be on the Spaulding coming from the exit 9 spot and would move more rapidly, therefore less tendancy to clog up the Spaulding and the bridge crossing. We would see a large reduction of traffic on Central Avenue as well as eliminate to a large extent the bottleneck that occurs in the morning rush hour going south.

I also understand the aim of the Federal Highway administration is to slowly reduce tolls and get people to use larger federal and state and avoid local roads.

I have friends that live in the Hilton Point area and they are very concerned about a large enlargement of highway in their back yard. To make up for any lost revenue you could increase the Rochester tolls to compensate. I bet most of the toll payments at the Rochester tolls is for people going on vacation to the lakes and mountains.

Sincerely Yours,

Jerry Lynch

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September 29, 2006 JAM 10/2/06

Mr. James Moore
New Hampshire Department of Transportation
PO Box 483
Concord, NH 03302

Dear Mr. Moore

The department of Transportation should make a study and have a traffic test before we spend $250 million dollars and negatively impact over 100 Dover homeowners living in the Hilton Point area of Dover with an expanded Spaulding turnpike.

Let's remove the toll just north of when drivers get off the bridge. The traffic jams are caused largely by drivers avoiding paying the toll. They take local roads such as route 4 and Dover Point road which get backed up because they are not designed to handle that overload traffic.

In the morning both Dover Point Road and route 4 come together and it is their merging that causes backups on route 4 for almost a mile. People coming off Dover Point road than wait in a long line trying to get on the bridge. Once on the bridge the traffic moves fairly well. The reverse happens in the evening and those getting off at exit 6N cause long lines of traffic on Dover Point Road which continues onto Central avenue and blocks up traffic in the center of Dover. Many of these drivers are going through the center of Dover to go to Somersworth, Berwick, the north end of Dover and the south end of Rochester.

My recommendation is to let people whiz through that Dover Toll without paying for 6 months and I bet you will see the morning bottlenecks largely evaporate.

I know there are many private interests that want us to spend money with accessory and related projects using this bottleneck as an excuse but let's look past those interests and address the real problem.

If revenue from that toll is a problem, let's increase the Rochester toll as other tolls on the Everett Turnpike and Hampton have done.

Yours Truly
John Scruton

John Scruton
99 Sixth Street
Dover, NH

Also to Councilors Ray Wieczorek and Peter Spaulding

The Town of Newington

New Hampshire

Incorporated 1764

HISTORIC DISTRICT
COMMISSION

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OCT 02 2006
THE STATE OF NEW HAMPSHIRE
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Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St Thomas Aquinas High School, 197 Dover Pt Rd

Attention: Chairman of the Special Committee
% James A. Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

JAM 10/2/06

September 29, 2006

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project we hereby make the following request of the Special Committee:

The Newington Historic District Commission requests information about the status of the railroad station located in the Newington Historic District on the east side of the Little Bay Bridges. The area has been used as field headquarters for construction work on the Exit 4 interim improvement project.

The railroad station itself was mothballed to protect it from deterioration as the Exit 4 interim improvement project was started. Our question is what is planned for this historic resource as the Newington-Dover highway project proceeds?

A larger field headquarters for the bridge/highway project could have adverse impact on the station. We are requesting that the DOT remain careful of this sensitive historic building.

We understand that we will be notified in writing of the Special Committee's decision regarding this request. We also understand that this request will be included as part of the official record.

Signed: Gail Pare

Gail Pare, Chairman

Address: 205 Nimble Hill Road
Newington, NH 03801
Phone: 603-436-6415

JONES LANG LASALLE

Jones Lang LaSalle Management Services, Inc.
Fox Run Mall/ The Crossings at Fox Run
50 Fox Run Road, Ste. 128, Newington, NH 03801
tel +1 603 431 5911 fax +1 603 431 6671

September 29, 2006

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Chairman of the Special Committee JM 10/2/06
c/o James Moore, Director of Project Development
State of New Hampshire Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

Re: Spaulding Turnpike Newington to Dover
NHS-027-1(37) 11238

Dear Sirs,

My company, Jones Lang LaSalle, represents Fox Run Mall as their managing agent. After personally attending the September 21, 2006 public meeting, I must commend the Committee on the proposed alterations to the Spaulding Turnpike and the thorough presentation.

I presented the proposed alterations to mall ownership and they are equally pleased with the preferred alternative as it will greatly benefit the town, local community, and State of New Hampshire.

Although we fully support the upgrades, there are some areas of concern that we are hopeful can be addressed prior to the commencement of the project.

One area of concern is that the elimination of Exit 2 in turn eliminates the need for turnpike signage for Fox Run Road. Although not labeled Fox Run Mall, the Fox Run Road signage is a clear indicator, to northbound traffic, of how and where to access Fox Run Mall.

The mall greatly benefits from the tourism traffic that makes its way north on the turnpike. We believe the loss of such signage will have a negative impact on the visitation from those outside our trade area. We ask, in an effort to minimize this impact, that the Committee consider specific mall directional signage at or near the proposed full-interchange Exit 3.

In addition to the potential of turnpike directional signage, we further ask your consideration in allowing the trimming and/or removal of select trees which are overgrowing the tall pylon Fox Run Mall sign on the northbound side of the turnpike. A number of years ago, my predecessor inquired with the state about such trimming but was denied.

The other area of concern is also associated with the closure of Exit 2 but more specifically as an on-ramp. Currently, patrons exiting the mall property heavily use Fox Run Road as a means to travel northbound on the turnpike. With the closure of this ramp, the next available alternative to these patrons is to exit the mall via our more westerly Woodbury Avenue entrance. Not only will this situation apply to mall patrons but those of Wal-Mart and Chuck E. Cheese. Their patrons desiring to travel northbound on the turnpike will have no other alternative but to travel down Fox Run Road and through our entrance to access Woodbury Avenue.

Due to this, we potentially will have substantial traffic backed up into our property while awaiting the signal change onto Woodbury Avenue. We ask that the committee consider what enhancements are possible to alleviate this situation. One possible enhancement is to consider allowing (with the addition of a traffic signal) the traffic exiting the backside of Wal-Mart the ability to turn left onto Woodbury Avenue in addition to the current sole option of turning right. This would help in alleviating the need for other Fox Run Road business patrons to utilize our entranceway and cause unnecessary congestion.

Thank you very much, in advance, for your consideration. I'd like to add that I, personally, am greatly pleased with the turnpike enhancements as my work commute consists of traveling over the Little Bay Bridges at peak congestion times.

If you should have any questions, please feel free to call me at (603) 431-5911.

Sincerely,

Scott A. DeCost
General Manager
Fox Run Mall & Crossings at Fox Run

37

Christopher Waszczuk

From: James Moore
Sent: Saturday, September 30, 2006 5:56 PM
To: Christopher Waszczuk
Subject: FW: Newington - Dover Bridge project

Chris: I see you were copied on this. Please add to the record and respond.
Thanks, Jim
-----Original Message-----
From: Jack Bernier [mailto:jack@atlanticinc.com]
Sent: Friday, September 29, 2006 5:49 PM
To: Christopher Waszczuk
Cc: James Moore
Subject: Newington - Dover Bridge project

Gentlemen,

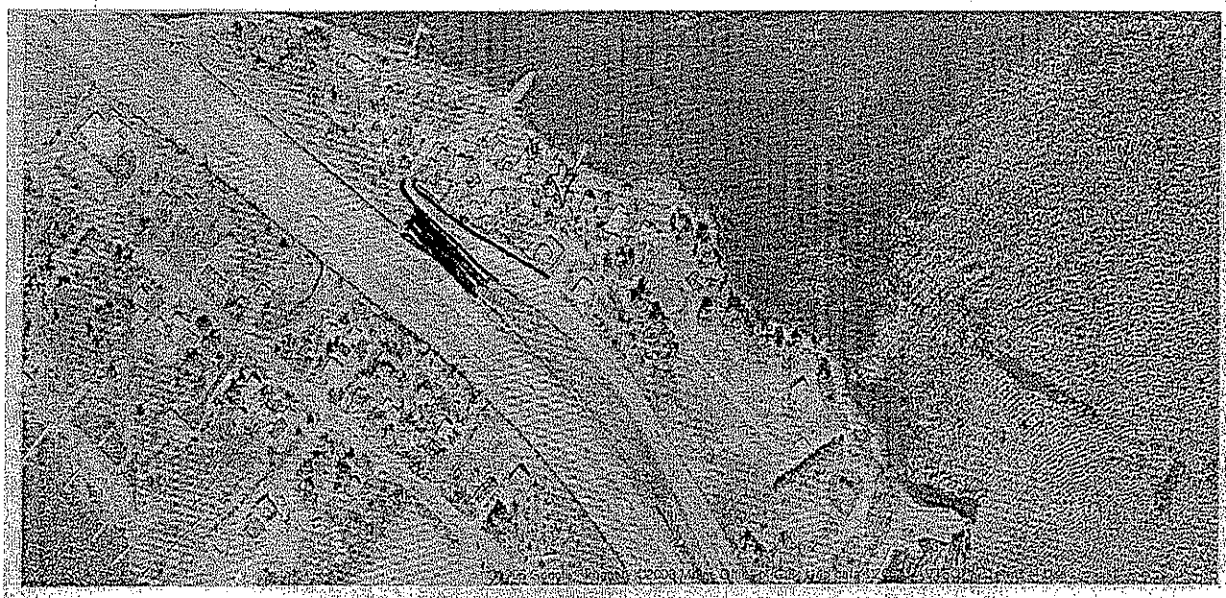
We live at 25 Wentworth Terrace in Dover.

My wife, Helen, and I attended the public meeting which was held at St. Thomas Aquinas High School on Thursday September 21st. After looking at the renderings at the meeting and on your website it appears to me when you remove Exit 5 off the Spaulding Turnpike the only way we will be able to come and go from Wentworth Terrace is by going in by the pumping station. The problem with this is it will effectively make Wentworth Terrace a dead end road. We have a lot of delivery trucks; recycle trucks, garbage trucks, and the mail that uses this road along with the people who live hear. People and other vehicles can now enter via the pumping stations and leave by going out past the house located at the corner of 22 Wentworth Terrace and back onto the highway. We at Wentworth Terrace would like it if you could consider changing your plan so vehicles could still be able to exit past 22 Wentworth Terrace and then back past the pumping station toward Hilton Park and then under the bridges. This would also make it much easier for snow removal by the city plows.

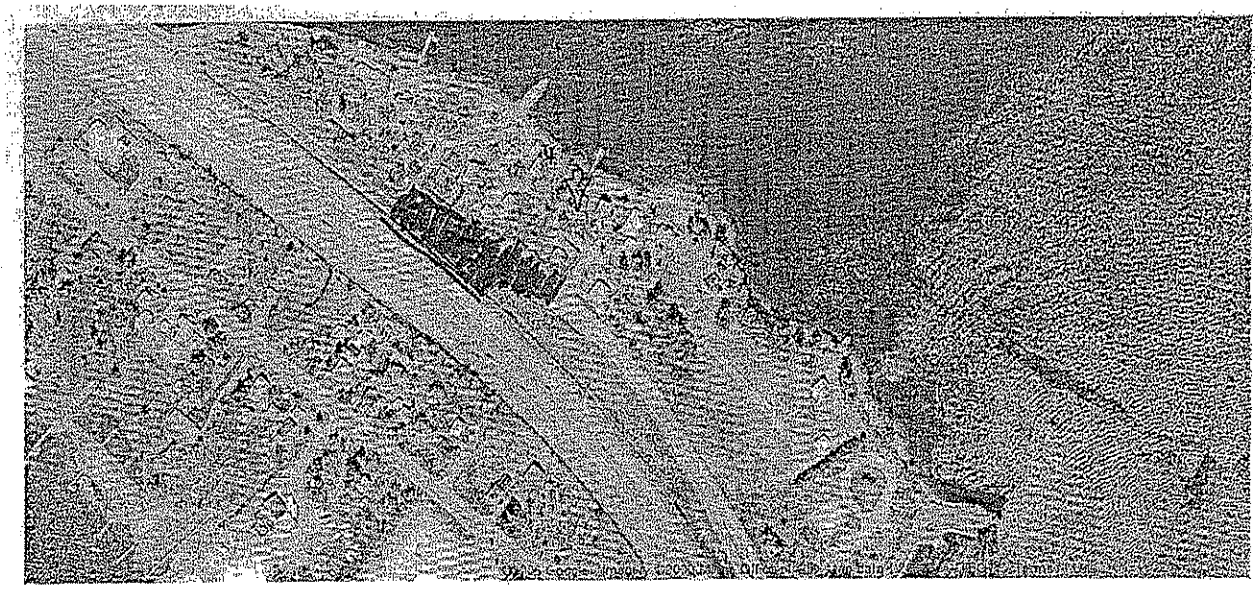
I have attached 2 photos one gives an example of what I believe your plan is and the other shows my proposed plan.

I met with Bruce Woodruff who is the City Planner and talked over the information I listed above and he thought that it would be a good idea and it is workable. I believe that he has sent you an email on this subject.

Jack Bernier
Live camera in my favorites at,
www.atlanticinc.com



MY PROPOSAL



YOUR PLAN

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38

September 29, 2006

JAM 10/3/06

Dear Sir,

It seems prudent to me that if before we commit $200-$250 millions of dollars to the expansion of the highway bridge at Hilton Park in Dover we study the impact of the removal of the toll booths at exit sixfirst.

Many of us in Dover have observed this bottleneck's effect on the flow of traffic and I ~~a~~ among ~~others~~ have thought the problem could be solved or certainly relieved by removal of the toll stop.

Yours truly,

Ellen M. Williams
2 Autumn St.
Dover, NH
743-0981

39

Date: 9/30/06

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

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THE STATE OF NEW HAMPSHIRE
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Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development JAM 10/3/06
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

Keep the rural character of N.H. through agriculture.

Who has solved traffic congestion by widening the road, Spaulding Turnpike?! negative impact to Communities.

Widen the buffer zones for farming and logging.

Carsharing out - a program to pay employees not to drive alone

"Location-efficient" mortgages - An incentive program to let homebuyers live closer to work. Lower transportation costs living closer to work.

Hilton Park - buy land as it comes up for sale.

Noise - put the Carr down in a trench ROOF - SNOW & RAIN

use the tourism money to convince commuters to live on the other side of the bridge

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

Signed: John Scruton

Name: JOHN SCRUTON
(Please Print)

Address: 99 SIXTH ST.
DOVER, N.H. 03820

Phone: # 603 742 2312

NH DOT Project Parcel # NHS-027-1(037), 11238
SPAULDING TURNPIKE IMPROVEMENT
NEWINGTON - DOVER

RECEIVED
COMMISSIONERS OFFICE
OCT 03 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Richard Stern
516 Shattuck Way
Newington, NH 03801

September 30, 2006

Director of Project Development
The State of New Hampshire
Dept. of Transportation
PO Box 483
Concord, NH 03302-0483

Attention: James A. Moore JAM 10/3/06

Dear Sir;

I am writing this letter about my home that my family and I live in at 516 Shattuck Way in Newington N.H. My home was involved in the Exit 4 Interim Improvement Construction. My home originally was nestled in the trees, five to six hundred feet from the nearest road. It now has a very busy highway exit 200 ft. from my home. Even though the state planted trees as a visual block, my home is no longer the same, with noise and the sound of large trucks constantly coming and going at all hours. We have lost the quiet enjoyment of our home. As I have stated in previous letters, I do not own any buffer or trees that will protect my home from the encroachment of the present highway or any future change to the Little Bay Bridge.

Even if the sound around my home was over the 67dB level, no help would come my way because there are only two homes in the proximity of the proposed construction. No sound receptors were every placed near my home that I am aware of, only a couple of sound readings done by the state at my request and only for 30mins.I don't believe the results were a real reflection of the sound that we are exposed to on a daily basis. The FHWA states that even if the noise level of 67dB is not reached it does not mean the sound does not have an impact.

With the building of the Exit 4 ramp through the surrounding property, all the land around my home has been opened up to being commercially developed by the owner, who has gained valuable road frontage .

The owner of the surrounding property has every right to develop his property, but when he does he will open my home to full exposure to the proposed Spaulding Turnpike expansion. The state has left me vulnerable to unacceptable noise and vibration involved in the up coming project. Unlike some Dover residents who bought their homes close to the highway, my home was not.

I ask that you consider purchasing my home as part of your plans for the proposed improvements to the Little Bay Bridge and Spaulding Turnpike. My home is also located in Trickey's Cove, near the Watson property, one of the sites for the wetland mitigation.

Please contact me to discuss this matter further. Thank You.

Sincerely,

Richard C. Stern

Seacoast MPO

www.seacoastmpo.org

Strafford Regional Planning Commission
2 Ridge Street, Suite 4
Dover, New Hampshire 03820
tel: (603) 742-2523 fax: (603) 742-7986
e-mail: srpc@strafford.org
web: www.strafford.org

Rockingham Planning Commission
156 Water Street
Exeter, New Hampshire 03833
tel: (603) 778-0885 fax: (603) 778-9183
e-mail@rpc-nh.org
web: www.rpc-nh.org

October 2, 2006

Jam 10/4/06

RECEIVED
COMMISSIONERS OFFICE
OCT 04 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Hon. Ruth Griffin, Chair, Special Committee
c/o Mr. James Moore
Director of Project Development
NH Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

RE: Comments on Newington-Dover Spaulding Turnpike Widening Draft Environmental Impact Statement

Dear Councilor Griffin:

On behalf of the Seacoast Metropolitan Planning Association (MPO), we are providing the following comments relative to the Newington-Dover Spaulding Turnpike Widening Project. These comments were delivered verbally in summary form at the public hearing for the project conducted at St. Thomas Aquinas High School on September 21st, 2006. They consist of some overall comments about the project, followed by more detailed comments summarizing the MPO positions on various issues raised in the Draft Environmental Impact Statement.

General Comments

The Seacoast MPO continues to support this project as the region's top priority highway improvement. The bridge expansion is a critically needed improvement to our transportation system. It has been recognized as the single most important highway infrastructure project in the region by the MPO for nearly 10 years.

We also want to express our appreciation to the NH Department of Transportation for the expeditious manner in which it has moved in completing the project's Draft EIS, and for the their extensive work with the communities, the Advisory Task Force, and the MPO in the development of the alternatives included in the DEIS. The consistent feedback from our communities has been that the DOT has been very responsive to the input received throughout the process, and has incorporated that input into the project design wherever feasible. The best evidence of this is the support from both Newington and Dover for the project's preferred alternatives.

We recognize that the turnpike is deficient relative to capacity and safety and concur that the expansion project is necessary to address these long-standing deficiencies. At the same time we advocate that the project include aggressive transit alternatives and a firm commitment to fund and implement those alternatives. We believe that they are necessary to move us toward a more balanced transportation system and allow the region to maintain conformity with the State's mobile source emissions budget established in the State Implementation Plan for air quality attainment. The latter is a strict legal requirement under the Clean Air Act, with which we must comply or risk losing access to Federal transportation funds. We also fully support the implementation of the full range of interim traffic mitigation measures described in the DEIS, including the Incident Management System. We urge early implementation of all proposed TDM and TSM measures included in the preferred alternative to help mitigate existing traffic congestion on the bridges.

We have a number of questions, concerns and comments about the DEIS, which are detailed on the following pages.

MPO Positions On Key Issues

Highway and Bridge Alternatives

Perhaps to state the obvious, the MPO believes that the improvements to the corridor will vastly improve the safety and efficiency of travel within the corridor. Analysis in the Draft EIS indicates that 8 lanes are necessary across and adjacent to the Little Bay Bridges. We understand and acknowledge the rationale for 8 lanes (to accommodate with the maneuvering of traffic between exits 4 and 6). Yet we remain concerned about the size of the new bridges. When constructed, each four lane barrel will be 40+ feet wider than currently, including 44-48 feet of shoulder for the two barrels taken together.

The MPO would like DOT to make assurances that this configuration, and specifically the need for the auxiliary lane (given the elimination of Exit 5 and final configurations of Exits 4 and 6), is necessary to meet the need of the project. Similarly, we would like assurances that the shoulder widths and other features contributing to the overall width of the bridge are necessary to accomplish the goals of the project.

Scenic Resources

As you are aware, this portion of the Spaulding Turnpike/Route 16 Corridor functions as the scenic gateway into our coastal and upland communities and beyond to the Lakes and White Mountain regions of the state. It provides travelers truly signature views of our National Estuary, including the Great and Little Bays, and the Piscataqua River. Great care should be taken to minimize the visual impact of the bridge replacement.

South of the bridge, the increased width and realignment of the roadway of the facility will eliminate much of the existing forested median area in Newington. We ask that efforts be made to minimize or restore the loss of this visual and sound absorbing buffer wherever possible.

While the benefits of sound walls to the adjacent neighborhoods are significant, important and supported by the MPO, we are concerned about their visual impact for the 4200+ feet along the corridor where they are proposed. We urge that the NHDOT utilize the lowest wall possible to achieve the necessary noise reductions and incorporate architectural design treatments, artwork, extensive landscaping or a combination to mitigate the visual impact that the walls will bring.

Renderings/Visualizations of Project Scale

Given the setting of the bridge and the size of the expansion, it is important that the public be aware of the scale of the changes that are proposed. As you know, federal law now requires States and MPOs to provide appropriate "visualizations" of the projects contained in our MPO Transportation Improvement Program (TIP). The visualizations included on the project website (and included as graphics at the hearing) probably satisfy this requirement. However, the somewhat distant and elevated perspectives of the main visualizations, and their small format, (as available on the project website) do not provide a good sense of the scale of the change. We suggest that additional visualizations of the project be developed to supplement those already done that will provide residents of Dover, Newington, and the larger region with additional understanding about the visual impact of this project and the relationship to the surrounding area and scenery.

General Sullivan Bridge

The MPO has in the past supported the rehabilitation of the General Sullivan Bridge for bike/pedestrian and recreational use and continues to do so. We also support this option because it preserves an alternate crossing of

the river should that be necessary in an emergency. However, the current plan to remove the northern approach ramp to the bridge and replace it with a bike/pedestrian ramp, and to weight-limit the rehabilitated bridge to vehicles of less than 6 tons, would appear to preclude this "emergency contingency" use of the bridge. Details are lacking on this aspect of the project. The MPO would like a more thorough explanation of the proposed design for the northern approach to the General Sullivan Bridge, as well as information on what efforts would be necessary to restore the bridge to enable it to carry traffic in an extended emergency (i.e. extended closure of the main bridges). We understand the sensitivity of this issue to the surrounding neighborhood, and we are not advocating restoring the bridge and approaches to use as a secondary road. However, lacking other information, it appears we will be rehabilitating the bridge in a way that precludes its use as a vehicular crossing useable it in an emergency.

Transit & TDM Components

We believe that the transit and TDM components of the preferred alternative are essential parts of the project, whether or not they alone play a significant role in meeting the immediate purpose and need. It is essential to provide alternatives to the single occupant automobile in order to manage the future growth of traffic on highways in our region. These alternatives must be in place, convenient and of high quality if they are to succeed.

We are pleased to see the inclusion in the preferred alternative of Bus Alternative One (intercity Rochester-Boston), Bus Alternative Two (service improvements to the already planned COAST Express Service), and Bus Alternative Three (service improvements on COAST and Wildcat Transit local routes); together with the Downeaster capacity expansion and an aggressive Transportation Demand Management (TDM) component designed in collaboration with Seacoast Commuter Options, the TMA serving the region. We also note the inclusion the Downeaster expansion, though it was conceived of independently and will be implemented well in advance of this project. To supplement the Downeaster component, we would suggest working with NEEPRA to identify other potential small-scale track improvements that might be the subject of further NH/Maine cooperative efforts, to further increase capacity on the Main Line for future service expansion.

Methodology & Assumptions

The MPO has a number of concerns about the methodology and assumptions used to develop ridership and ridesharing projections. Taken together, these assumptions have the effect of minimizing transit ridership projections. We believe that these projections should be reexamined and redone where necessary. We don't expect that higher projections would alter traffic projections in the corridor to change the preferred alternative, and they certainly won't change the need to expand the bridge. However, well supported projections will be needed to justify funding to implement the transit and TDM projects through CMAQ program or other sources.

Problems with Assumptions:

- Fuel Prices - The ridership numbers for the bus, rail and TDM alternatives shown in Tables 2.4 1-4 are based on a gasoline price of $2.00/gallon. This is unrealistic for 2006, let alone 2025. We recognize that these calculations were originally done in 2004-2005 when prices were closer to $2.00, but those conditions are no longer relevant. Transit use in the region has increased substantially in the past year in response to higher fuel prices. Ridership on COAST is up 17% over last year; Downeaster ridership is up over 31% in the past year – indicating considerable sensitivity to fuel costs. The Wildcat and C&J systems have also seen increases. Current and realistic future fuel price conditions must be accounted for in ridership projections.

- Parking Costs – The parking costs of $14.00/day for Boston, and $2.00/day for Portsmouth, assumed in the calculations do not reflect current downtown parking rates. Daily cost for parking with a monthly pass at the High-Hanover garage in Portsmouth is currently $3.63 ($80/month/22 weekdays). 2006 data from Colliers identifies average monthly cost for an unreserved space in Boston at $375, or $17.05/day. Cost

for a reserved space is $450/month or $20.45/day. Lower than observed parking rates are explained by the averaging of rates for those who pay for parking and those who don't. However, the averaging of parking costs leads to underestimating potential mode choice change by that segment of the population that pays full price for parking. Ridership for these groups should be estimated separately.

- Value of Travel Time – The calculations of impedance for different travel modes appear to use 100% of average hourly wage for Portsmouth and Boston. 1997 USDOT guidance indicates that only 50% of hourly wage should be used for these calculations except for time actually spent waiting at a bus stop. Use of 100% of wage tends to overstate commuter aversion to somewhat longer travel times with transit.

- Avoided Automobile Ownership Costs – One of the two sensitivity analyses performed assumed that for 10% of transit commuters the full costs of automobile ownership could be avoided rather than just marginal travel costs ($0.60/mile rather than $0.16/mile). However, rather than calculating the impact of this full $0.60/mile savings for this 10% of the population, that savings was averaged out over the whole population at $0.06/mile, at which point it becomes negligible as an influencing factor. As with parking costs, taking a large potential savings (or cost) to a subset of the population and instead averaging it across the entire population distorts the picture of how that pricing will influence mode choice.

Problems with the Sensitivity Analyses

As described in Section 2.4.6.6, two Sensitivity Analyses were performed:

1) Testing the impact of gas prices at $2.00, $3.00, and $4.00/gallon; and
2) Testing the combined impact of gas at $3.00/gallon and an assumption that 10% of transit users would be able to avoid full auto ownership costs.

Two problems with these analyses are immediately visible. These analyses were performed only on Rail Alternative 2B, and only in the no-build condition – no analysis was performed for the bus or TDM alternatives, or for any of the build configurations. Gasoline prices higher than $3.00/gallon were not tested in combination with any other factors. Secondly, these analyses showed ridership increases of approximately 60%. However, the section concluded that this increase was inadequate to avoid lane expansion, so the results of the analyses were not included in Tables 2.4. These sensitivity analyses should be rerun, applied to all modal alternatives and lane configuration alternatives, with appropriate assumptions applied.

Use of the USEPA COMMUTER Model for TDM Impacts

Were the same assumptions for fuel cost, parking cost, and value of time applied to the COMMUTER model? If so, these TDM usage forecasts should be rerun.

Mode-Choice Methodology & Underlying Data

Pages 2-38 and 2-39 note that the equations used for mode choice and ridership projections were taken from National Highway Cooperative Research Program (NCHRP) Report 187. This report, and the mode choice data on which its equations are based, date to 1978. NCHRP 187 was updated in 1998 by NCHRP Report 365, which included data from the 1990 Census and the 1983 and 1990 National Personal Transportation Surveys. The Transportation Research Board currently views even the newer data underlying NCHRP 365 as out of date, as the NPTS has been updated twice (1995 and 2001) since 365 was written, and is currently funding yet another update.

Why was a model based on 30 year old data used when NCHRP 365 is available with newer data that more accurate reflect current personal travel choices? What are the implications of using these data in terms of mode choice?

Funding for Transit & TDM Alternatives

Page 2-100 notes that NHDOT supports implementation of Bus Alternatives 1, 2, and 3 using CMAQ funds. While CMAQ funds may be available and appropriate for the startup of these services, they cannot be used for more than 3 years. Since these bus alternatives are being considered part of the mitigation for the preferred alternative for this project, we assume they will need to be in place not just for the years when CMAQ funds would be available, but until the design year of 2025.

In the case of the I-93 widening project and Bus Alternative 1 proposed here, CMAQ funds have been allocated for capital equipment and operating startup period for intercity bus service. Subsequently, the bus service operates out of farebox revenues. It is not realistic to expect that local fixed route transit services, such as COAST Route 2 and the COAST Trolley, can operate out of the farebox. No public transportation system of this type fully covers costs from just farebox revenues.

At present, COAST projects that its annual allocation of FTA 5307 funding will be fully programmed on existing services once current CMAQ funding runs out for the Pease-Portsmouth Trolley, Dover Community Routes, and the original Spaulding Express Service. These routes would be shifted to FTA funding. In light of this, it is not clear how some of the supplemental services proposed in the DEIS will be sustained without state funding. We believe that it is important for the FEIS to address this question in such a way that provides some assurance that the transit and TDM alternatives proposed as part of the project can be sustained.

Mitigation

In section 4.6 on Freshwater Wetland Resources, mitigation is outlined for the preferred alternative. The guiding principles of having roughly proportional mitigation to impacted areas in each community and a mix of restoration and preservation are supported by the choice of projects.

In section 4.9 on Surface Water Resources, the MPO notes that no infiltration has been proposed as part of the treatment. We question whether there are any negative impacts from diverting water and runoff away from nearby wetland systems. We would like to know where the detentions basins will outfall to, and whether the impact of temperature of outfall were considered.

The MPO strongly supports the Tuttle Farm Preservation of 120 acres of upland and wetland habitats. The Strafford Regional Planning Commission also individually has expressed strong support for this mitigation project. With the change in our regional viewshed along the Spaulding Corridor, it becomes even more critical to preserve the views of our agricultural heritage in the region.

Indirect and Secondary Impact Analysis

We have several questions relating to the regional economic modeling used to estimate indirect and secondary impacts. We concur generally that the growth induced by this project will be much smaller in magnitude than compared to that of the I-93 expansion, yet we are somewhat surprised by the negligible amount the economic modeling indicates. We have observed anecdotally that the chronic congestion on the bridges has influenced location decisions in both the residential and commercial/industrial sectors for a number of years.

We understand the logic of the method used which appears reasonable. We do note, however, that the REMI model, on which the analysis is based, operates only at the (whole) county level. The inclusion of all of the data for Rockingham County, in which 60% of the population and even more of the economic activity takes place outside the project study area, may have had the effect of diluting and understating the growth impacts of the project. We suggest that this question be reviewed.

The effect of the secondary growth on land resources is calculated from the average impact of new development on key resources. In calculating the likely impact of this additional growth on wetlands, the assumption used is that 5% of the study area, on average, is wetland, based on the National Wetland Inventory (NWI). Our analysis of the same source data for our region is that 21% of the area is wetland (though this includes portions of the Great Bay). Using hydric soils as the basis, up to 28% of our region is "wetland." The number used in the analysis should be verified. Also, in our opinion, the basis for calculating acreage for resource impact should not be all the land in the study area as it was, but rather undeveloped land (assuming most future development will continue to occur there). Remaining undeveloped land, on average, has a higher incidence of wetlands, steep slope and other development constraints than all land.

While the economic model does not point to significant growth in the region due to the expansion of capacity from this project, there certainly will be growth from other causes. As part of the the I-93 expansion project the DOT included the innovative "Community Technical Assistance Program" (CTAP to help communities plan for anticipated growth to better protect remaining resources. We believe that a similar program would be extremely beneficial in this corridor as well. Such a program could be significantly more limited in scope than the I-93 corridor. We would recommend that it focus on assisting communities in two specific ways: local implementation of the Land Conservation Plan for New Hampshire's Coastal Watersheds (August, 2006), and local assistance to improve the opportunity for workforce housing in the region.

Other

As you may be aware, last March the NH Tidal Energy Corporation filed a preliminary permit application with the Federal Energy Regulatory Commission (Proj. # 12664-000) for development of tidal power electric generation in the Piscataqua River. A second company has recently expressed similar interest and may file a competing application. Either or both proposals could employ generating arrays anchored to existing structures in the river, including the Little Bay Bridges. We would urge the NHDOT to work proactively with tidal power companies to study and potentially facilitate in the design of the structure the placement of tidal arrays on the new bridge. If proven to be environmentally benign and not a hindrance to navigation, the deployment of such arrays on the bridges could potentially be the source of both revenue and renewable energy for the State.

The New Hampshire Estuaries Project (UNH) presently sponsors extensive water quality monitoring in the Great Bay Estuary, including a permanent monitoring site at the Little Bay Bridges. We strongly encourage the NHDOT to coordinate closely with and augment this existing effort when initiating the monitoring that will be required as part of the Newington-Dover project.

Conclusion

Again we wish to reiterate that the Seacoast MPO continues to support this project as the region's top priority highway improvement and is eager to work with the Department to resolve any of the issues we have raised. We thank and compliment the NHDOT staff, and specifically Mr. Chris Waszczuk, for their effective work with the communities, the Advisory Task Force, and the MPO and your responsiveness in the development of the alternatives included in the DEIS. We wish also thank the Advisory Task Force members, including MPO representative Chris Cross of Newington and Tom Fargo of Dover, for their commitment to creating solutions that benefit the region while protecting the quality of life in our two most directly affected communities.

Sincerely,

Cynthia Copeland, Executive Director
Strafford Regional Planning Commission

Cliff Sinnott, Executive Director
Rockingham Planning Commission

cc: MPO Policy Committee and TAC Members
Carol Murray, Commissioner, NHDOT
Christopher Waszczuk, Project Manager, NHDOT
Newington Board of Selectmen,
Dover City Council

Date: Sept. 30, 2006

Re: NEWINGTON-DOVER NHS-027-1(037), 11238
PUBLIC HEARING
St. Thomas Aquinas High School, 197 Dover Pt. Rd,

RECEIVED
COMMISSIONERS OFFICE
OCT 04 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Attention: Chairman of the Special Committee
% James A Moore
Director of Project Development
New Hampshire Department of Transportation
P.O. Box 483, Hazen Drive
Concord, New Hampshire 03302-0483

Rec'd 10/4/06

Dear Sir:

Due to information received during the Public Hearing process for the above-referenced project I(we) hereby make the following request of the Special Committee:

Either remove the Dover toll booth and increase tolls at the Rochester toll OR move them to the Somersworth exit 9 area to lessen the traffic congestion on Dover Point Rd and throughout the main streets of Dover (Central Ave, Chestnut Street).

Fix the old bridge to accomodate cars + trucks in case of an accident on the newer bridges.

P.S. Thank you for the quick attention given during the force on Spur Rd by the toll booths. For a couple of years, I didn't know who to get in touch with about this matter.

I (we) understand that I (we) will be notified in writing of the Special Committee's decision regarding this request. I(we) also understand that this request will be included as part of the official record.

John A. Veinott

Signed: Rosalie J. Veinott

JOHN A. VEINOTT

Name: Rosalie J. Veinott
(Please Print)

Address: 23 Roberts Rd
Dover, NH 03820

Phone: # (603) 749-2957

NH DOT Project Parcel # _____

LONG HILL REALTY INVESTMENTS, LLC

340 CENTRAL AVENUE · DOVER PLACE · SUITE 201 · DOVER, NEW HAMPSHIRE 03820
PHONE 603.740.4930 · FAX 603.740.4931

RECEIVED
COMMISSIONERS OFFICE
OCT 04 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

October 1, 2006

Chairman of the Special Committee JAM 10/4/06
c/o James Moore, Director of Project Development
State of New Hampshire DOT
PO Box 483
Concord, NH 03302-0483

Re: Newington-Dover Mitigation Land

Dear Mr. Moore,

Recently we received a copy of the public hearing notice that NHDOT sent to Vivian Tsimekles of 355 Long Hill Road in Dover, New Hampshire (Dover, NH Tax MapA, Lot 28). We currently hold an equitable title to the subject property via a binding purchase and sale agreement. It is our understanding from reading the information sent to Mrs. Tsimekles and subsequently reading the draft EIS for the Newington-Dover project that the NHDOT has interest in purchasing a portion of the Tsimekles property for mitigation of impacts proposed as a result of the project.

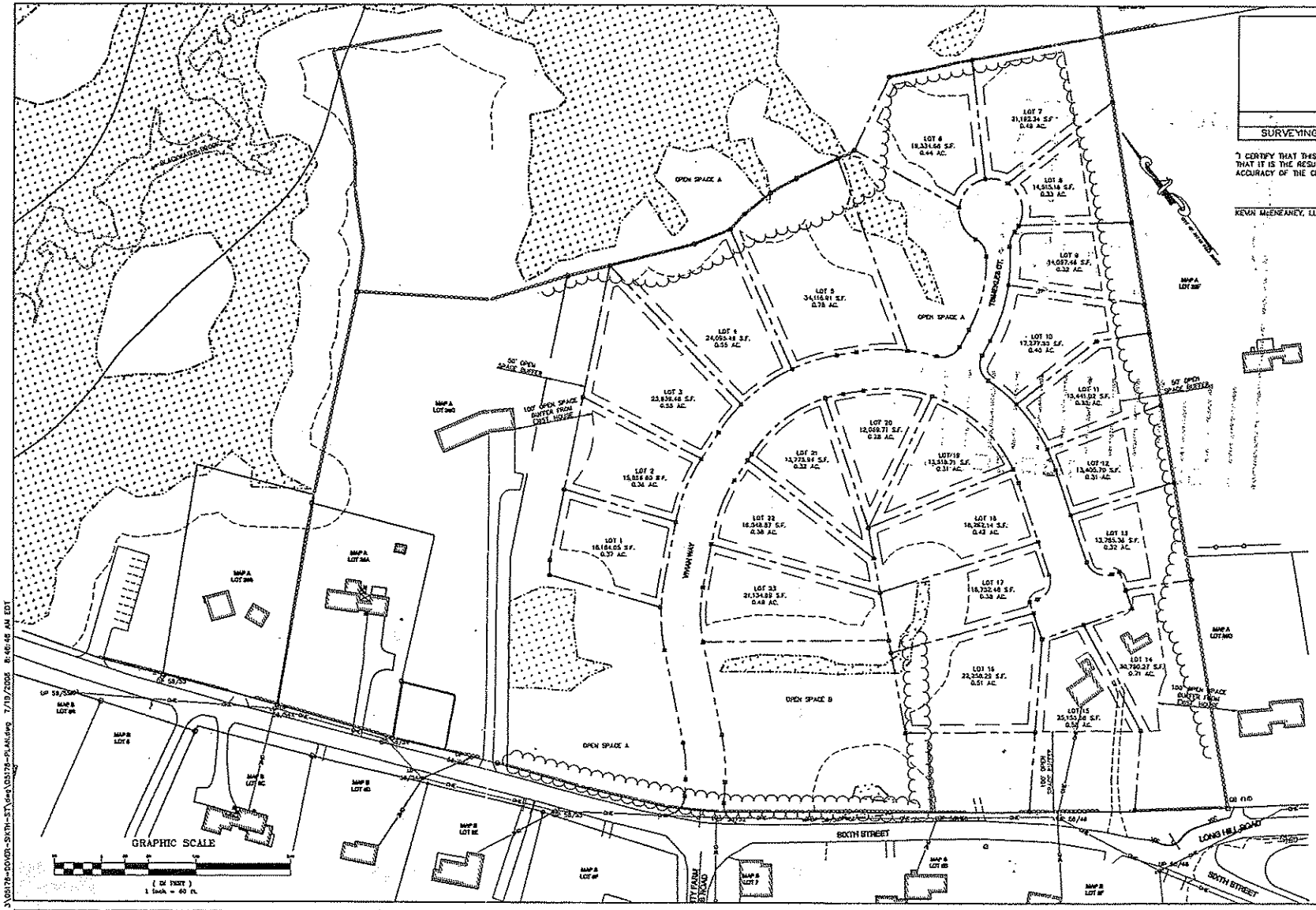
We are interested in talking to you about NHDOT's expressed interest in acquiring a portion of the property for wetland impact mitigation purposes, which we understand may be necessary to facilitate the permitting for the Newington- Dover project.

As you may be aware, we have a residential open space subdivision development plan before the Dover Planning Board. The plan proposal presents approximately 93 acres of open space along the Blackwater Brook and its associated watershed. We would be willing to discuss the sale of this open space area or a portion thereof. We have enclosed a copy of the overview plan for your use.

We look forward to discussing this matter with you at your convenience.

Very truly yours,

Michael Garrepy
LONG HILL REALTY INVESTMENTS, LLC


OPEN SPACE A
OPEN SPACE B
VIVIAN WAY
TIMBERLEE ST.
SIXTH STREET
LONG HILL ROAD
CITY FARM ROAD
LOT 1 16,164.05 S.F. 0.37 AC.
LOT 2 15,855.60 S.F. 0.36 AC.
LOT 3 23,836.48 S.F. 0.55 AC.
LOT 4 24,053.46 S.F. 0.55 AC.
LOT 5 34,116.91 S.F. 0.78 AC.
LOT 6 19,331.66 S.F. 0.44 AC.
LOT 7 31,182.34 S.F. 0.72 AC.
LOT 8 14,515.16 S.F. 0.33 AC.
LOT 9 14,087.44 S.F. 0.32 AC.
LOT 10 17,277.93 S.F. 0.40 AC.
LOT 11 13,441.92 S.F. 0.31 AC.
LOT 12 13,405.79 S.F. 0.31 AC.
LOT 13 13,765.36 S.F. 0.32 AC.
LOT 14 30,790.27 S.F. 0.71 AC.
LOT 15 35,155.58 S.F. 0.81 AC.
LOT 16 22,259.23 S.F. 0.51 AC.
LOT 17 16,722.48 S.F. 0.38 AC.
LOT 18 16,252.14 S.F. 0.42 AC.
LOT 19 13,518.71 S.F. 0.31 AC.
LOT 20 12,059.71 S.F. 0.28 AC.
LOT 21 13,773.94 S.F. 0.32 AC.
LOT 22 16,548.87 S.F. 0.38 AC.
LOT 23 21,134.89 S.F. 0.48 AC.
MAP A LOT 38A
MAP A LOT 38B
MAP A LOT 38C
MAP A LOT 38D
MAP A LOT 38E
MAP A LOT 38F
MAP B LOT 6
MAP B LOT 6A
MAP B LOT 6B
MAP B LOT 6C
MAP B LOT 6D
MAP B LOT 6E
MAP B LOT 6F
MAP B LOT 7
MAP B LOT 8
50' OPEN SPACE BUFFER
100' OPEN SPACE BUFFER FROM DAIRY HOUSE
150' OPEN SPACE BUFFER FROM DAIRY HOUSE
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

Mcgreaney Survey Associates, Inc.
P.O. Box 681 – 24 CHESTNUT STREET
DOVER, NH 03820 (603) 742-0911
SURVEYING – PLANNING – CONSULTING

"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND THAT THE ACCURACY OF THE CLOSED TRAVERSE EXCEEDS A PRECISION OF 1:15,000."

KEVIN McENEANEY, LLS DATE

PROJECT PARCEL
CITY OF DOVER, NH
TAX MAP A, SHEET 1, LOT 38

OWNER OF RECORD
VIVIAN TSIMIKLES REVOCABLE TRUST
VIVIAN TSIMIKLES, TRUSTEE
360 LONG HILL ROAD
DOVER, NH 03820
BK 3318 PG 137

DEVELOPER/APPLICANT
LONG HILL REALTY INVESTMENTS, LLC
340 CENTRAL AVENUE, SUITE 201
DOVER, NH 03820

TOTAL LOT AREA
4,506,960 SQ. FT.
104.88 ACRES

DOVER, NH

Design: JSR	Draft: TED
Checked: JSR	Scale: 1"=60'
Drawing Name:	06178-PLAN.dwg

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.

REV.	DATE	REVISION	BY
0	7/27/06	ISSUED FOR REVIEW	TED

Jones & Beach Engineers, Inc.
85 Portsmouth Ave. Civil Engineering Services
PO Box 219 603-772-4746
Stratham, NH 03885 FAX: 603-778-0687
E-MAIL: JBE@JONESANDBEACH.COM

Plan Name:	OPEN SPACE SUBDIVISION PLAN
Project:	OPEN SPACE SUBDIVISION SIXTH STREET, DOVER, NEW HAMPSHIRE
Client:	LONG HILL REALTY INVESTMENTS, LLC 340 CENTRAL AVENUE, SUITE 201, DOVER, NH 03820

DRAWING No.
A2
SHEET 2 OF
JBE PROJECT NO. 06178

f:\Land Projects\06178-DOVER-SIXTH-ST\dwg\06178-PLAN.dwg, 7/10/2006 8:46:46 AM EDT

JOHN H. LYNCH
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING
57 Regional Drive, Suite 3
Concord, NH 03301-8519
Telephone: (603) 271-2155
Fax: (603) 271-2615

OEP
www.nh.gov/oep

MEMORANDUM

JHM 10/3/06

TO: James A. Moore, Director of Project Development
NH Department of Transportation

FROM: Jennifer DeLong, Assistant State Coordinator
National Flood Insurance Program

RECEIVED
COMMISSIONERS OFFICE
OCT 0 2 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

DATE September 28, 2006

SUBJECT: Newington-Dover
11238

I am writing in reference to the U.S. Army Corps of Engineers Joint Public Notice regarding the proposed improvement to the Spaulding Turnpike (NH Route 16) in Newington and Dover. I have detailed my comments on this proposed project below.

I have reviewed the Flood Insurance Rate Maps (FIRMs) for the proposed project area and have enclosed the portion of the FIRMs in the project area that contain special flood hazard areas. The Spaulding Turnpike in the project area appears to be near or crosses through the special flood area (Zone A and AE).

The City of Dover and the Town of Newington are both participating communities of the National Flood Insurance Program (NFIP). Therefore, if any development takes place within the special flood hazard area, the city and town should be contacted to assure that the proposed project meets the NFIP requirements contained in the city's and town's floodplain ordinance. Development is defined under NFIP as "any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials."

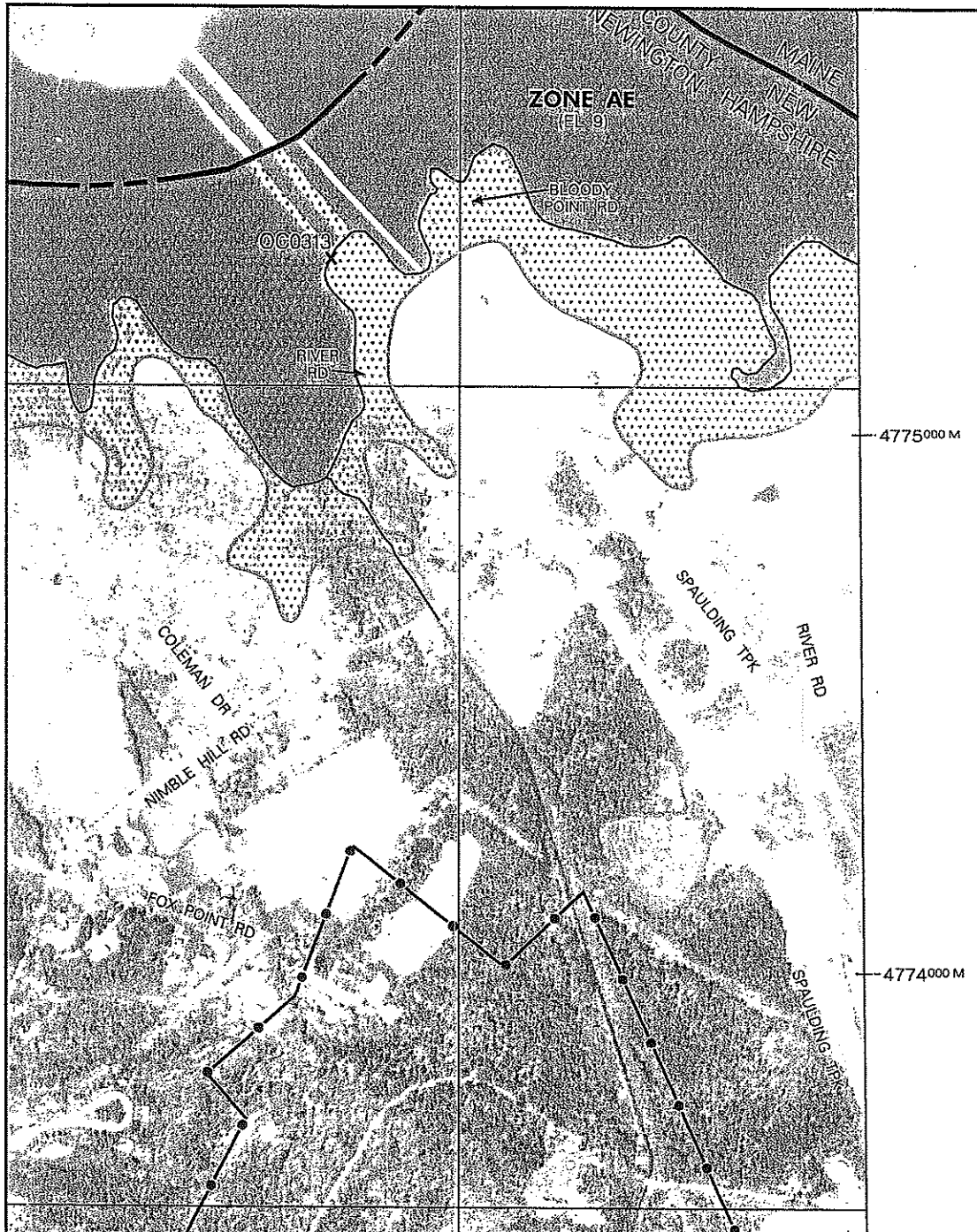
Another applicable NFIP regulation that is contained in a community's floodplain ordinance is the following:

> Until a Regulatory Floodway is designated along watercourses, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zone AE on the FIRM, unless it is demonstrated by the applicant that the cumulative effect of the proposed development, when combined with all existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

OEP is not authorized by the Federal Emergency Management Agency (FEMA) to make final determinations on the impacts of floodplain development. The NH Department of Transportation (DOT) should use its best judgment in determining if further study is necessary. If DOT feels that the proposed construction will have a negligible effect on flooding dynamics then additional coordination with FEMA is likely not necessary.

If you need further assistance, please contact me at 271-2155 or jennifer.delong@nh.gov.

Thank you.



onal Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

00 0 1000 2000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0255E

FIRM

FLOOD INSURANCE RATE MAP

ROCKINGHAM COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)

PANEL 255 OF 681

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GREENLAND, TOWN OF	330210	0255	E
NEWINGTON, TOWN OF	330228	0255	E
PORTSMOUTH, CITY OF	330139	0255	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

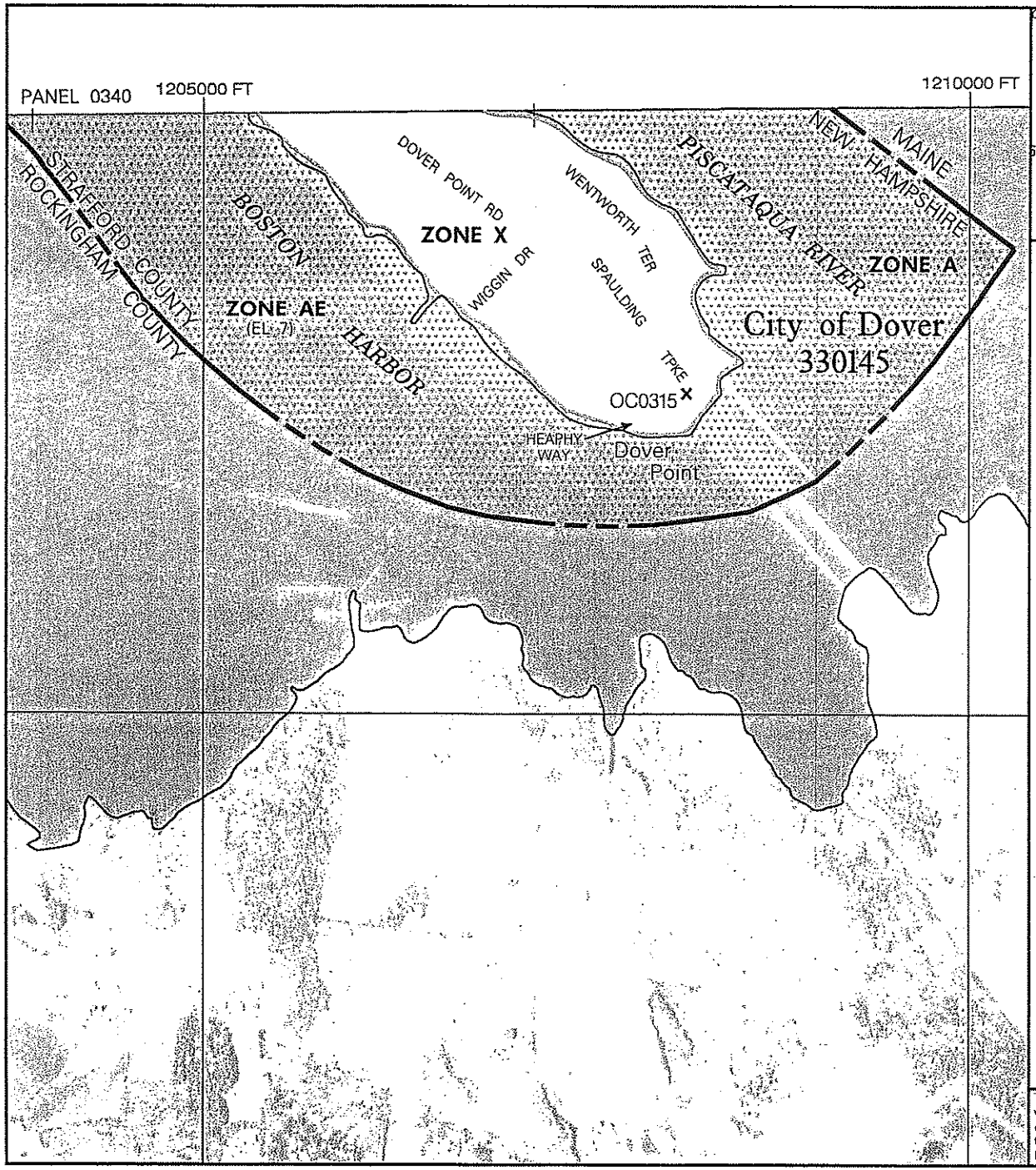
MAP NUMBER
33015C0255E

EFFECTIVE DATE
MAY 17, 2005

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

onal Flood Insurance Program at 1-800-638-6620.



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

PANEL 0405D

FIRM

FLOOD INSURANCE RATE MAP

STRAFFORD COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)

PANEL 405 OF 405

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DOVER, CITY OF	330145	0405	D
DURHAM, TOWN OF	330145	0405	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

NATIONAL FLOOD INSURANCE PROGRAM

MAP NUMBER
33017C0405D

EFFECTIVE DATE
MAY 17, 2005

Federal Emergency Management Agency

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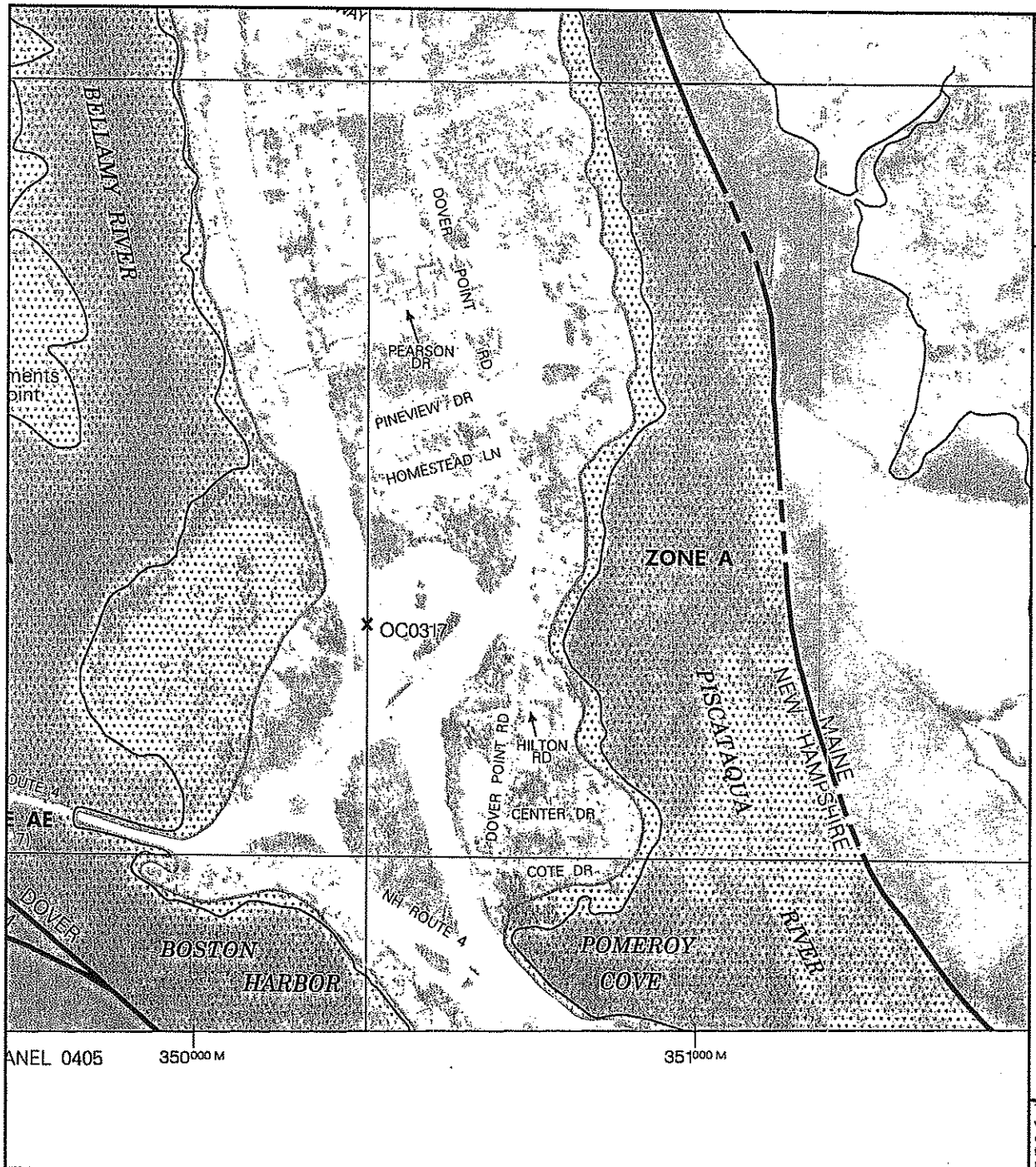

onal Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0340D

FIRM

FLOOD INSURANCE RATE MAP

STRAFFORD COUNTY,
NEW HAMPSHIRE
(ALL JURISDICTIONS)

PANEL 340 OF 405

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DOVER, CITY OF	330145	0340	D
DURHAM, TOWN OF	330146	0340	D
MADBURY, TOWN OF	330219	0340	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
33017C0340D

EFFECTIVE DATE
MAY 17, 2005

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 Base Flood Elevation line and value; elevation in feet*

(EL 987) Base Flood Elevation value where uniform within zone elevation in feet*

*Referenced to the National Geodetic Vertical Datum of 1929

A — A Cross section line

23 — 23 Transect line

BARRINGTON
BROOKFIELD
DOVER
DURHAM
FARMINGTON
LEE
MADBURY
MIDDLETON
MILTON

Strafford
REGIONAL PLANNING
COMMISSION

NEW DURHAM
NEWMARKET
NORTHWOOD
NOTTINGHAM
ROCHESTER
ROLLINSFORD
SOMERSWORTH
STRAFFORD
WAKEFIELD

October 4, 2006

Mr. Christopher M. Waszczuk, P.E.
Chief Project Manager
New Hampshire Dept. of Transportation
P.O. Box 483
Concord, New Hampshire 03302-0483

Re: Comments on Newington-Dover Spaulding Turnpike Widening
Draft Environmental Impact Statement

Dear Mr. Waszczuk:

As an addendum to the October 2, 2006 comment letter from Seacoast MPA, the Strafford Regional Planning Commission respectfully submits additional comments on the Newington-Dover Spaulding Turnpike Widening Draft Environmental Impact Statement.

The following comments, that were outlined at the public hearing, relate to the Mitigation section on page 5 of the comment letter and Section 4.9 on Surface Water Resources of the draft EIS and the project plans.

Plan: Preferred Alternative 13 - Stormwater Facilities

1) Detention basins #561 SB, #567 SB are located within wetlands or drainage/stream systems. Have alternative locations been considered to reduce impacts?
2) The outfall location for proposed detention basin #587 SB is not shown.
3) The outfall locations for all swales proposed are not shown.

2 RIDGE STREET · SUITE 4 · DOVER, NEW HAMPSHIRE 03820-2505
TEL: 603.742.2523 FAX: 603.742.7986 E-MAIL: SRPC@STRAFFORD.ORG
WWW.STRAFFORD.ORG

Plan: Preferred Alternative 3 - Stormwater Facilities

1) Proposed detention basin #630 SB is located partially within wetlands. Have alternative locations been considered to reduce impacts?
2) Swale #652 SB is located within wetlands. Have alternative locations been considered to reduce impacts?
3) The outfall locations for all swales proposed are not shown.
4) The outfall locations for proposed detention basins #667 NB and #620 NB are not shown.

Impacts to Stream, Wetland and Tidal Habitats

1) We question whether temperature of stormwater discharge from proposed detention basins and swales will impact stream, wetland, tidal and inter-tidal habitats in the project vicinity. It is noted in the draft EIS that the existing streams on the project site already have diminished water quality and do not support a diversity of aquatic species. Will the proposed discharge further impair or degrade water quality and habitat conditions?
2) We question whether there will be any shading affects on wetland systems or inter-tidal and shallow water habitats resulting from proposed structures, including expanded bridge decking, overpasses and sound walls.

SRPC would like to thank the Department for their consideration of the questions and comments that we have raised.

Sincerely,

Cynthia Copeland, AICP
Executive Director

cc: Cliff Sinnott (Executive Director, Rockingham Planning Commission)
MPO Policy Committee and TAC Members
Carol Murray, Commissioner, NHDOT
Newington Board of Selectmen
Dover City Council

061001_LBB Draft EIS_water

2 Ridge Street · Suite 4 · Dover, New Hampshire 03820-2505
TEL: 603.742.2523 FAX: 603.742.7986 E-MAIL: srpc@strafford.org
www.strafford.org

264 Dover Point Road
Dover, NH 03820
October 4, 2006

Mr. James A. Moore
Director of Project Development
State of NH Department of Transportation
7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

RECEIVED
COMMISSIONERS OFFICE
OCT 06 2006
THE STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION

Dear Mr. Moore:

RE: NHDOT, Newington-Dover #11238

I attended the joint public hearing on Thursday, September 21, at St. Thomas High School on Dover Point concerning the proposed improvements to 3½ miles of the Spaulding Turnpike. I did not speak nor did I stay through the entire meeting. But I feel I should express my concerns about the design.

I have lived on Dover Point Road for 42 years. There is now a steady flow of traffic by my house night and day as well as a constant steady flow of trucks and cars going onto Route 4 (the major route from the Portsmouth ports and the Pease Tradeport to the interior of the state.) One thing I know is that it will only increase rapidly. Therefore the design of this improvement is crucial. A poor design will cause us all to suffer for decades.

Traffic signals are very inefficient. They clump up traffic, waste fuel, add pollution and obstruct travel. I can only imagine the effect of trucks stopped at the light on the off ramp and how fast traffic will back up. We need to maintain a steady flow onto Route 4 and Dover Point Road without a traffic signal.

Also, if it isn't in the design, please consider a bike and pedestrian path through this entire area as that traffic has increased rapidly as well.

Thank you for allowing me to comment and offer suggestions on something that would be a major impact upon our lives.

Sincerely yours,

Richard J. Morin

P.S. I would prefer to see the tolls taken out completely to relieve the congestion on Dover Point Road. Otherwise, please consider going to the overhead high speed toll EZ Pass system (it keeps traffic moving and works great in other states).